



**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**

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*Safety Is*



*No Accident*

**OREGON DIVISION**

**TIME-TABLE**

**No. 22**

*J. P. Boyle*  
**Effective Sunday**

**August 1, 1954**

**At 12:01 A.M. Pacific Time**

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**Careful Handling**  
**Prevents Damage**

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**FOR EMPLOYEES ONLY**

*Press of ABBOTT, KERNS & BELL COMPANY, Portland, Oregon, U.S.A.*

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General Superintendent Transportation

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General Superintendent

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J. Bowen, Trainmaster . . . . . Portland, Ore.  
D. E. Gardner, Trainmaster . . . . . Walla Walla, Wash.  
A. Rau, Master Mechanic . . . . . Portland, Ore.  
R. L. Norris, Road Foreman of Engines . . . . . La Grande, Ore.  
P. D. Brinkman, Road Foreman of Engines . . . . . Portland, Ore.  
J. C. Haydon, Road Foreman of Engines . . . . . Portland, Ore.  
R. R. Lowden, Road Foreman of Engines . . . . . Walla Walla, Wash.  
E. F. Kidder, Division Engineer . . . . . Portland, Ore.  
H. L. Mathewson, General Roadmaster . . . . . Portland, Ore.  
E. L. Briggs, Safety Representative . . . . . Portland, Ore.

**First and Second Subdivisions and Branches**  
B. B. Johnson, Chief Train Dispatcher . . . . . La Grande, Ore.  
J. B. McLaughlin, Assistant Chief Train Dispatcher . . . . . La Grande, Ore.  
L. V. Thomas, Assistant Chief Train Dispatcher . . . . . La Grande, Ore.  
M. H. Galloway, Assistant Chief Train Dispatcher . . . . . La Grande, Ore.

**Third, Fourth and Fifth Subdivisions and Branches**  
L. L. Rudd, Chief Train Dispatcher . . . . . Albina, Ore.  
L. V. Neely, Assistant Chief Train Dispatcher . . . . . Albina, Ore.  
G. J. Schatz, Jr., Assistant Chief Train Dispatcher . . . . . Albina, Ore.  
R. V. Dygart, Assistant Chief Train Dispatcher . . . . . Albina, Ore.

**Sixth Subdivision and Branches**  
P. H. Walsh, Chief Train Dispatcher . . . . . Spokane, Wash.  
J. S. Ellison, Assistant Chief Train Dispatcher . . . . . Spokane, Wash.  
J. A. Walsh, Assistant Chief Train Dispatcher . . . . . Spokane, Wash.  
C. E. Wizemann, Assistant Chief Train Dispatcher . . . . . Spokane, Wash.

**Union Pacific Railroad Employes Hospital Association**  
**Physicians and Surgeons are located as shown below:**

Name	Title	Location	Name	Title	Location
Ralph M. Dodson . . . . .	District Surgeon . . . . .	Portland, Ore.	W. J. Kubler . . . . .	Surgeon . . . . .	La Grande, Ore.
R. E. Ahlquist . . . . .	District Surgeon . . . . .	Spokane, Wash.	Robert L. Stuart . . . . .	Oculist and Aurist . . . . .	La Grande, Ore.
Guy L. Boyden . . . . .	Aurist . . . . .	Portland, Ore.	J. E. Carssow . . . . .	Surgeon . . . . .	Lewiston, Ida.
Kenneth C. Brown . . . . .	Surgeon . . . . .	Portland, Ore.	C. O. Armstrong . . . . .	Surgeon . . . . .	Moscow, Ida.
J. P. Craven . . . . .	Surgeon . . . . .	Portland, Ore.	F. J. Dierickx . . . . .	Surgeon . . . . .	Oregon City, Ore.
David G. Duncan . . . . .	Surgeon . . . . .	Portland, Ore.	J. F. Bittner . . . . .	Surgeon . . . . .	Pendleton, Ore.
Warren W. Hale . . . . .	Surgeon . . . . .	Portland-St. Johns, Ore.	J. P. Brennan . . . . .	Surgeon . . . . .	Pendleton, Ore.
M. H. Johnson . . . . .	Oculist . . . . .	Portland, Ore.	G. W. McGowan . . . . .	Surgeon . . . . .	Pendleton, Ore.
Alfred J. Kreft . . . . .	Oculist and Aurist . . . . .	Portland, Ore.	E. S. Morgan . . . . .	Surgeon . . . . .	Pendleton, Ore.
Edward C. Parkinson . . . . .	Surgeon . . . . .	Portland-St. Johns, Ore.	E. I. Silk . . . . .	Surgeon . . . . .	Pendleton, Ore.
George A. Peirson . . . . .	Surgeon . . . . .	Parkrose, Ore.	H. S. McKenzie . . . . .	Oculist and Aurist . . . . .	Pendleton, Ore.
Joseph M. Roberts . . . . .	Surgeon . . . . .	Portland, Ore.	R. J. Welland . . . . .	Surgeon . . . . .	Pomeroy, Wash.
Paul A. Wagner . . . . .	Surgeon . . . . .	Portland, Ore.	James L. Gilleland . . . . .	Surgeon . . . . .	Pullman, Wash.
E. L. Calhoun . . . . .	Surgeon . . . . .	Aberdeen, Wash.	J. L. Ash . . . . .	Aurist . . . . .	Seattle, Wash.
J. V. Wilhelm . . . . .	Surgeon . . . . .	Arlington, Ore.	L. Fred Lundy . . . . .	Surgeon . . . . .	Seattle, Wash.
Glenn G. Gordon . . . . .	Oculist and Aurist . . . . .	Baker, Ore.	B. E. McConville . . . . .	Surgeon . . . . .	Seattle, Wash.
T. J. Higgins . . . . .	Surgeon . . . . .	Baker, Ore.	J. A. McDermott . . . . .	Physician . . . . .	Seattle, Wash.
J. R. Higgins . . . . .	Surgeon . . . . .	Baker, Ore.	John M. Shlach . . . . .	Oculist . . . . .	Seattle, Wash.
J. C. Vandevent . . . . .	Surgeon . . . . .	Bend, Ore.	Stephen J. Wood . . . . .	Surgeon . . . . .	Seattle, Wash.
George F. Parke . . . . .	Surgeon . . . . .	Centralia, Wash.	B. P. Jacobson . . . . .	Surgeon . . . . .	Spokane, Wash.
J. E. Toothaker . . . . .	Surgeon . . . . .	Centralia, Wash.	M. F. Kepl . . . . .	Surgeon . . . . .	Spokane, Wash.
Conrad Weitz, Jr. . . . .	Surgeon . . . . .	Colfax, Wash.	Robert L. Pohl . . . . .	Oculist and Aurist . . . . .	Spokane, Wash.
Don Schwisow . . . . .	Surgeon . . . . .	Condon, Ore.	Carroll Smith . . . . .	Oculist and Aurist . . . . .	Spokane, Wash.
W. W. Day . . . . .	Surgeon . . . . .	Dayton, Wash.	H. H. Tousey . . . . .	Surgeon . . . . .	Spokane, Wash.
Henry Weitz . . . . .	Surgeon . . . . .	Dishman, Wash.	H. V. Valentine . . . . .	Surgeon . . . . .	Spokane, Wash.
C. A. Lewis . . . . .	Surgeon . . . . .	Elgin, Ore.	C. M. Anderson . . . . .	Physician . . . . .	Spokane, Wash.
L. M. Farnam . . . . .	Surgeon . . . . .	Elma, Wash.	Charles G. Smick . . . . .	Surgeon . . . . .	Sprague-Walls, Wash.
Lyle C. Ham . . . . .	Surgeon . . . . .	Enterprise, Ore.	Bruce C. McIntyre . . . . .	Surgeon . . . . .	St. John, Wash.
M. W. Munsell . . . . .	Surgeon . . . . .	Grandview, Wash.	A. J. Herrmann . . . . .	Surgeon . . . . .	Tacoma, Wash.
A. D. McMurdo . . . . .	Surgeon . . . . .	Happner, Ore.	Paul B. Smith . . . . .	Oculist and Aurist . . . . .	Tacoma, Wash.
F. B. Belt . . . . .	Surgeon . . . . .	Hormiston, Ore.	Ross D. Wright . . . . .	Surgeon . . . . .	Tacoma, Wash.
H. D. Lewis . . . . .	Surgeon . . . . .	Hood River, Ore.	Vern Cressey . . . . .	Surgeon . . . . .	Tekoa, Wash.
Oscar Stenberg, Jr. . . . .	Surgeon . . . . .	Hood River, Ore.	Griffith, Vogt, Mills, Merriss, Stevenson, Wilkinson, Meyer . . . . .	Surgeons . . . . .	The Dalles, Ore.
Stanley E. Walls . . . . .	Surgeon . . . . .	Hood River, Ore.	H. M. Wiswall . . . . .	Surgeon . . . . .	Vancouver, Wash.
John C. Korwell . . . . .	Surgeon . . . . .	Hoquiam, Wash.	H. C. Mowery . . . . .	Surgeon . . . . .	Walla Walla, Wash.
J. W. Cordwell . . . . .	Surgeon . . . . .	Kellogg, Ida.	G. A. Falkner . . . . .	Surgeon . . . . .	Walla Walla, Wash.
C. I. Gibbon . . . . .	Surgeon . . . . .	Kellogg, Ida.	C. D. Hogenston . . . . .	Oculist and Aurist . . . . .	Walla Walla, Wash.
O. B. Scott . . . . .	Surgeon . . . . .	Kellogg, Ida.	W. F. Holmes . . . . .	Physician . . . . .	Walla Walla, Wash.
Robert E. Staley . . . . .	Surgeon . . . . .	Kellogg, Ida.	J. C. Lyman . . . . .	Surgeon . . . . .	Walla Walla, Wash.
G. M. Whitesel . . . . .	Surgeon . . . . .	Kellogg, Ida.	Wallace A. Pratt . . . . .	Surgeon . . . . .	Walla Walla, Wash.
P. F. Shirey . . . . .	Surgeon . . . . .	Kellogg, Ida.	R. W. Stevens . . . . .	Oculist and Aurist . . . . .	Walla Walla, Wash.
H. F. Craig . . . . .	Surgeon . . . . .	Kennewick, Wash.	A. J. Hockett . . . . .	Surgeon . . . . .	Walla Walla, Wash.
Lee B. Bouvy . . . . .	Oculist and Aurist . . . . .	La Crosse, Wash.	H. C. Lynch . . . . .	Surgeon . . . . .	Walla Walla, Wash.
John B. Gregory . . . . .	Surgeon . . . . .	La Grande, Ore.	R. P. Schefter . . . . .	Oculist and Aurist . . . . .	Walla Walla, Wash.
James J. D. Haun . . . . .	Surgeon . . . . .	La Grande, Ore.	John W. Skinner . . . . .	Surgeon . . . . .	Walla Walla, Wash.

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 22 August 1, 1954	FIRST CLASS				
19	11	105	457	17			12	458	106	18	20
Passenger	Passenger	Streamliner Passenger	Passenger	Passenger			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>					
	5.25	2.05		4.25	0.0	GRANGER	A 9.05		A 12.42	A 10.30	
	10.20	5.45		9.45	213.9	POCATELLO	3.50	8.55	5.20	4.45	
	11.15	5.55		10.35			3.00	8.45	4.45		
	2.15	8.25		2.00	373.8	GLENNS FERRY	11.40	6.10	1.30		
	3.59	9.40		3.45	448.4	BOISE	9.55	5.00	11.50		
	6.25	11.40		6.25	550.1	M.T. HUNTINGTON	M.T. 7.10	3.05	9.25		
	5.35	10.40		5.35		P.T. HUNTINGTON	P.T. 6.00	2.05	8.15		
	8.15	1.05		8.20	649.7	LA GRANDE	3.25	11.40	5.35		
	10.30	3.10		10.50	723.9	PENDLETON	1.05	9.38	2.50		
	9.00				941.3	SPOKANE				A 6.30	
	11.27				837.4	AYER				4.05	
	12.30				786.3	WALLULA				2.55	
	1.50	11.25	3.55	12.20	755.3	HINKLE	12.15	9.00	2.00	2.20	
	3.50	1.45	5.30	3.00	855.4	THE DALLES	10.10	7.20	11.35	12.02	
A 6.10	A 4.00	A 7.30	8.00	A 5.30	939.5	PORTLAND	8.05	A 9.15	5.30	9.30 10.00	
			11.05		1084.6	TACOMA		5.52			
			A 11.59		1122.7	SEATTLE		4.45			
							Daily	Daily	Daily	Daily	
(9.10)	(23.35)	(18.25)	(3.59)	(26.05)		..... Thru Time.....	(24.00)	(4.30)	(18.12)	(24.00)	(8.30)
40.4	39.8	51.0	46.0	35.0		...Average speed per hour...	39.1	40.7	51.6	39.1	43.5

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 22 August 1, 1954	FIRST CLASS			
29	33	47	35			34	30	36	48
Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily		<b>STATIONS</b>				
10.10	9.35		12.05	0.0	McCAMMON	A 5.40	A 4.30	A 2.55	
10.45	10.10		12.40	22.7	POCATELLO	5.10	3.55	2.25	
11.30	10.40		1.05			4.30	3.05	1.55	
12.55	A 12.25		2.45	73.3	IDAHO FALLS	3.00	1.25	12.15	
		5.30	5.10	124.3	ASHTON			10.05	
		A 7.15		169.9	VICTOR			A 9.55	
			A 7.30	180.4	WEST YELLOWSTONE			8.15	
A 7.10				285.8	BUTTE		7.15	7.30	
						Daily	Daily	Daily	
(9.00)	(2.50)	(1.45)	(7.25)		..... Thru Time.....	(2.40)	(9.15)	(7.25)	(1.40)
31.8	25.9	26.1	24.3		...Average speed per hour...	27.5	30.9	24.3	27.4

Heavy figures indicate P.M.  
Light figures indicate A.M.

## MILEAGE

Main Line..... 776.64  
Branches..... 1165.69  
Grand Total..... 1942.33

**WESTWARD**

**FIRST SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS			Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS			SECOND CLASS
	125	105	17	11			18	12	106	126
	Mixed	Streamliner Passenger	Passenger	Passenger			Passenger	Passenger	Streamliner Passenger	Mixed
	Daily	Daily	Daily	Daily	STATIONS					
BKOPTWXYZ	9.45AM	10.40PM	5.35PM	5.35AM	DN-R HUNTINGTON HU	389.4	A 8.15AM	A 6.00PM	As 2.05AM	A 5.15AM
100 P					D LIME BY	384.5	8.02	5.47	1.50	5.00
100 PW					WEATHERBY	377.5				
150 PY	s10.17				DURKEE	368.9				
100 P					OXMAN	361.7				
170 P					PLEASANT VALLEY	355.4				
WB 91 PY EB 109					ENCINA	351.9				
107 P	10.55	11.45	6.46	6.40	QUARTZ	347.3				
WB 109 BKOPW EB 111 XYZ	s11.10	s11.55PM	s 6.59	s 6.50	DN BAKER BC	342.0	s 6.50	s 4.36	s12.40	s 3.50
106 P					WING	337.6	6.37	4.26	12.30AM	3.34
106 P	s11.22				D HAINES KB	331.7		f 4.21		
106 PW	s11.33				D NORTH POWDER HD	322.1		f 4.11		
107 P					SAGO	315.5				
147 PVWY	f11.48AM				TELOCASET	312.6				
105 P					CROOKS	308.9				
105 PVY					D UNION JCT. UN	302.2				
105 P	12.13PM	12.47AM	7.58	7.53	LONETREE	294.9				
BJKOPTWXYZ	A12.25PM	A 1.00AM	A 8.10PM	A 8.05AM	DN-R LA GRANDE RA	289.8	5.35AM	3.25PM	11.40PM	2.35AM
					(89.6)		Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

(2.40)	(2.20)	(2.35)	(2.30)	..... Thru Time .....	(2.40)	(2.35)	(2.25)	(2.40)
37.4	42.7	38.6	39.8	..... Average speed per hour .....	37.4	38.6	41.2	37.4

No. 12 and No. 18 will reduce speed to 35 MPH at Haines and North Powder to permit exchange of mail.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS			Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS			SECOND CLASS	
		125 Mixed	17 Passenger	11 Passenger	105 Streamliner Passenger	18 Passenger	12 Passenger			106 Streamliner Passenger	126 Mixed			
		Daily	Daily	Daily	Daily									
BJKOPTWXYZ		12.35PM	8.20PM	8.15AM	1.05AM	DN-R LA GRANDE RA	289.8	A 5.25AM	A 3.15PM	A 1.35PM	A 2.25AM			
WB 71 PWXY EB 72						HILGARD	282.1	5.08	2.58	11.20	2.07			
139 P						MOTANIC	275.6							
P						NORDEEN	272.1							
141 PWXY						KAMELA	271.1							
P						ROSS	268.3							
WB 105 PW EB 102		f 1.32				MEACHAM	265.5							
136 P						HURON	257.7							
120 PW						CAMP	254.1							
WB 68 PWY EB 69		f 2.05				DUNCAN	248.5							
102 P						BONIFER	239.5							
106 PWY		f 2.23				GIBBON	236.9							
117 P						HOMLY	229.6							
116 P						MINTHORN	224.7							
115 P		2.46	10.37	10.20	3.03	MUNRA	218.9							
69 BJKPV WXYZ		s 3.00	s 10.50	s 10.30	s 3.10	DN PENDLETON FD	215.6	s 2.50	s 1.05	s 9.38	s 12.05AM			
155 JPX						RIETH	212.0	2.34	12.50	9.29	11.50PM			
135 P						BARNHART	208.3							
135 P						NOLIN	198.9							
135 PW		f 3.30	f 11.25			ECHO HI	192.6							
P		f 3.35	f 11.32	11.05	3.37	STANFIELD	188.4							
BJKOPWXYZ		A 3.50PM	A 1.50PM	A 1.15AM	A 3.50AM	DN-R HINKLE UK	184.2	2.00AM	12.15PM	9.00PM	11.15PM			
						(105.6)		Daily	Daily	Daily	Daily			

CENTRALIZED TRAFFIC CONTROL

DOUBLE TRACK

(3.15)	(3.30)	(3.00)	(2.45)	..... Thru Time.....	(3.25)	(3.00)	(2.35)	(3.10)
32.5	30.2	35.2	38.4	....Average speed per hour.....	30.9	35.2	40.9	33.3

For conditional stops to discharge or pick up passengers, see page 31.  
 For stations not shown on schedule pages, see page 22.

**WESTWARD**

**THIRD SUBDIVISION**

**Time-Table No. 22**

August 1, 1954

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS					FIRST CLASS				STATIONS
		257 Time Freight	125 Mixed	151 Time Freight		11 Passenger	105 Streamliner Passenger	19 Passenger	17 Passenger	
		Daily	Daily	Daily		Daily	Daily	Daily	Daily	
BJKOPWXYZ		8.55 <sup>106</sup> PM	4.00PM	12.05 <sup>12</sup> PM		11.25AM	3.55AM	1.50 <sup>20</sup> AM	12.20AM	DN-R HINKLE UK
P		9.10 <sup>s</sup>	4.08	12.30		11.33 <sup>s</sup>		1.58	12.28	6.5 ORDNANCE RN
136 PW		9.13	4.11	12.35		11.35	4.02	2.00	12.30	1.9 MUNLEY 5.8
136 P		9.23	4.17	12.45		11.47 <sup>12</sup>	4.07	2.06	12.36	CLARKE 6.2
136 P		9.33 <sup>s</sup>	4.26 <sup>264</sup>	12.56		11.55AM	4.12	2.12	12.42	DN BOARDMAN BD
130 P		9.48	4.35	1.09		12.03PM	4.19	2.20	12.54 <sup>18</sup> 1.16 <sup>20</sup>	8.1 CASTLE 7.5
19 JP		10.03	4.43	1.21		12.11		2.27	1.27	N HEPPNER JCT. WI 1.2
143 P		10.21 <sup>126</sup>	4.45	1.23		12.13	4.26	2.29	1.29	WILLOWS 8.5
WB 142 BJKOPT EB 117 WX		10.40 <sup>s</sup>	4.56	1.45		12.24 <sup>s</sup>	4.34 <sup>262</sup>	2.40 <sup>s</sup>	1.40 <sup>s</sup>	DN ARLINGTON MX 4.5
135 P		10.47	5.04	1.52		12.32	4.38	2.46	1.51	GILMORE 4.7
132 P		10.54 <sup>s</sup>	5.09	1.59		12.37	4.42	2.51	1.56	BLALOCK 6.1
96 P		11.03	5.16	2.10		12.43	4.47	2.57	2.02	QUINTON 8.2
137 P		11.15	5.25	2.22		12.52	4.54	3.04	2.11	GOFF 3.3
104 PW		11.20	5.29	2.27 <sup>264</sup>		12.55	4.57	3.07	2.14	DAY 2.3
100 P		11.24 <sup>s</sup>	5.33	2.31		12.57	4.59	3.09	2.17	RUFUS 2.8
100 P		11.28	5.36	2.35		1.00		3.12	2.20	GRANT 2.7
80 JP { M.P. }		11.33 <sup>s</sup>	5.40	2.40		1.03	5.04	3.16 <sup>262</sup>	2.24	DN BIGGS BX 3.4
84 P { W 101.7 }		11.41	5.44	2.45		1.07	5.07	3.19	2.28	MILLER 3.7
50 P		11.49	5.50	2.52		1.12	5.12	3.23	2.32	CELILO 1.8
JPV		11.56PM	5.52	2.56		1.14	5.14	3.25	2.34	D OREGON TRUNK JCT. VO 3.3
74 P		12.04AM	5.58	3.01		1.20	5.18	3.30	2.38	DUNE 6.1
BKOPTWXZ		A 12.30AM	A 6.15PM	A 3.20PM		A 1.40PM	As 5.30AM	A 3.45AM	A 2.55AM	DN-R THE DALLES DK-WH 6.1

BLOCK SIGNALS

DOUBLE TRACK

(3.35)	(2.15)	(3.15)	(2.15)	(1.35)	(1.55)	(2.35)	..... Thru Time .....
27.5	43.7	30.9	43.7	62.1	51.3	38.1	..... Average speed per hour .....

**On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.**  
 The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.  
 No. 17 will reduce speed to 30 MPH at Ordnance to permit exchange of mail.  
 No. 17 will stop at Ordnance on Saturday and Sunday for passengers.  
 For conditional stops to discharge or pick up revenue passengers, see page 31.  
 For stations not shown on schedule pages, see page 22.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 22 August 1, 1954			Mile Post	FIRST CLASS				SECOND CLASS				
				20 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	262 Time Freight	264 Time Freight	126 Mixed		
STATIONS												
BLOCK SIGNALS	DN-R	HINKLE UK	184.2	A 1.50 <sup>19</sup> AM	A 12.05 <sup>151</sup> PM	A 8.55 <sup>257</sup> PM	A 1.40AM	A 6.30AM	A 5.30PM	A 11.05PM		
		ORDNANCE RN	177.7	1.37	11.55AM	8.45	1.19	6.00	5.02	10.55		
		MUNLEY	175.8	1.35	11.53	8.43	1.17	5.55	4.59	10.53		
		CLARKE	170.0	1.29	11.47 <sup>11</sup>	8.38	1.11	5.45	4.45	10.47		
	DN	BOARDMAN BD	163.8	1.23	11.41	8.33	1.02	5.30	4.26 <sup>125</sup>	10.40		
		CASTLE	155.7	1.16 <sup>17</sup>	11.33	8.26	12.54 <sup>17</sup>	5.15	3.55	10.31		
	N	HEPPNER JCT. WI	148.2	1.09	11.25	8.19	12.47	4.59	3.42	10.23		
		WILLOWS	147.0	1.07	11.23	8.18	12.45	4.56	3.40	10.21 <sup>257</sup>		
	DN	ARLINGTON MX	138.5	12.57	11.12	8.10	12.35	4.34 <sup>105</sup>	3.20	10.11		
		GILMORE	134.0	12.49	11.03	8.06	12.23	4.07	3.05	9.56		
		BLALOCK	129.3	12.45	10.59	8.02	12.19	4.00	2.56	9.51		
		QUINTON	123.2	12.39	10.53	7.57	12.13	3.51	2.47	9.44		
		GOFF	115.0	12.32	10.46	7.50	12.06	3.37	2.33	9.35		
		DAY	111.7	12.29	10.42	7.47	12.03	3.32	2.27 <sup>151</sup>	9.31		
		RUFUS	108.4	12.27	10.40	7.45	12.01AM	3.27	2.17	9.28		
	GRANT	106.6		10.37		11.58PM	3.22	2.12	9.25			
DN	BIGGS BX	103.9	12.22	10.34	7.40	11.55	3.16 <sup>19</sup>	2.07	9.22			
	MILLER	100.5	12.19	10.30	7.37	11.52	3.03	2.00	9.18			
	CELILO	96.8	12.15	10.25	7.33	11.48	2.55	1.53	9.14			
D	OREGON TRUNK JCT. VO	95.2	12.13	10.23	7.31	11.46	2.50	1.50	9.12			
	DUNE	91.9	12.10	10.19	7.28	11.43	2.45	1.45	9.08			
DN-R	THE DALLES DK-WH	85.8	12.02AM	10.10AM	7.20PM	11.35PM	2.30AM	1.30PM	9.00PM			
	(98.4)		Daily	Daily	Daily	Daily	Daily	Daily	Daily			

..... Thru Time.....	(1.48)	(1.55)	(1.35)	(2.05)	(4.00)	(4.00)	(2.05)
..... Average speed per hour.....	54.7	51.3	62.1	47.2	24.6	24.6	47.2

**On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.**  
 The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89.  
 No. 12 will reduce speed to 30 MPH at Rufus, Blalock and Boardman to permit exchange of mail.  
 For conditional stops to discharge or pick up revenue passengers, see page 31.  
 For stations not shown on schedule pages, see page 22.

**WESTWARD**

**FOURTH SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS					Time-Table No. 22																																																																																																																
	125	151	255	257	458	11	105	19	17	August 1, 1954																																																																																																																
	Mixed	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	STATIONS																																																																																																																
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																																																																																																																	
BKOPTWXX	6.25PM	4.00PM	5.45AM	3.55AM			1.45PM	5.30AM	3.50AM	3.00AM	<table border="1"> <tr> <td>DN-R</td> <td>THE DALLES</td> <td>DK WH</td> </tr> <tr> <td></td> <td>4.1</td> <td></td> </tr> <tr> <td></td> <td>CRATES</td> <td></td> </tr> <tr> <td></td> <td>5.2</td> <td></td> </tr> <tr> <td></td> <td>ROWENA</td> <td></td> </tr> <tr> <td></td> <td>6.3</td> <td></td> </tr> <tr> <td></td> <td>MOSLER</td> <td></td> </tr> <tr> <td></td> <td>7.4</td> <td></td> </tr> <tr> <td>DN</td> <td>HOOD RIVER</td> <td>KI</td> </tr> <tr> <td></td> <td>4.1</td> <td></td> </tr> <tr> <td></td> <td>MENO</td> <td></td> </tr> <tr> <td></td> <td>8.5</td> <td></td> </tr> <tr> <td></td> <td>WYETH</td> <td></td> </tr> <tr> <td></td> <td>7.2</td> <td></td> </tr> <tr> <td></td> <td>CASCADE LOCKS</td> <td></td> </tr> <tr> <td></td> <td>4.3</td> <td></td> </tr> <tr> <td>DN</td> <td>BONNEVILLE</td> <td>MU</td> </tr> <tr> <td></td> <td>4.8</td> <td></td> </tr> <tr> <td></td> <td>DODSON</td> <td></td> </tr> <tr> <td></td> <td>7.3</td> <td></td> </tr> <tr> <td>D</td> <td>BRIDAL VEIL</td> <td>JU</td> </tr> <tr> <td></td> <td>3.9</td> <td></td> </tr> <tr> <td></td> <td>ROOSTER ROCK</td> <td></td> </tr> <tr> <td>DN</td> <td>TROUTDALE</td> <td>SN</td> </tr> <tr> <td></td> <td>1.7</td> <td></td> </tr> <tr> <td></td> <td>FAIRVIEW</td> <td></td> </tr> <tr> <td></td> <td>6.0</td> <td></td> </tr> <tr> <td></td> <td>CLARNIE</td> <td></td> </tr> <tr> <td></td> <td>3.5</td> <td></td> </tr> <tr> <td></td> <td>GRATIAM</td> <td></td> </tr> <tr> <td></td> <td>2.6</td> <td></td> </tr> <tr> <td></td> <td>BRUUN</td> <td></td> </tr> <tr> <td></td> <td>1.4</td> <td></td> </tr> <tr> <td></td> <td>EAST PORTLAND</td> <td></td> </tr> <tr> <td></td> <td>0.5</td> <td></td> </tr> <tr> <td>DN-R</td> <td>PORTLAND</td> <td>P-VC</td> </tr> <tr> <td></td> <td>(85.8)</td> <td></td> </tr> </table>	DN-R	THE DALLES	DK WH		4.1			CRATES			5.2			ROWENA			6.3			MOSLER			7.4		DN	HOOD RIVER	KI		4.1			MENO			8.5			WYETH			7.2			CASCADE LOCKS			4.3		DN	BONNEVILLE	MU		4.8			DODSON			7.3		D	BRIDAL VEIL	JU		3.9			ROOSTER ROCK		DN	TROUTDALE	SN		1.7			FAIRVIEW			6.0			CLARNIE			3.5			GRATIAM			2.6			BRUUN			1.4			EAST PORTLAND			0.5		DN-R	PORTLAND	P-VC		(85.8)	
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136 P	6.37	4.25	6.05	4.15			1.57	5.41	4.03	3.12	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS</p>																																																																																																															
133 P	<sup>106</sup> 6.57	4.40	6.17	4.27			2.08	5.50	4.14	3.23																																																																																																																
WB 72 EB 107 KPVWX	s 7.15	4.52	6.29	4.39			s 2.20	f 6.01	s 4.27	s 3.35																																																																																																																
131 P	7.21	5.05	6.37	4.47			2.26	6.06	4.33	3.41																																																																																																																
132 PW	7.34	5.25	6.55	5.05			2.40	6.18	4.47	3.55																																																																																																																
139 P	<sup>126</sup> s 7.52	5.38	7.09	5.19			2.50	6.27	4.58	4.05																																																																																																																
122 PW	s 8.04	5.45	7.17	5.27			2.55	6.32	5.03	s 4.15																																																																																																																
131 P	8.12	<sup>106</sup> 6.11	7.26	5.36			3.00	6.38	5.09	4.23																																																																																																																
131 PZ	s 8.25	6.27	7.39	5.49			3.10	6.47	5.19	4.33																																																																																																																
131 P	8.34	6.34	7.47	5.57			3.14	6.52	5.24	4.38																																																																																																																
56 LJPW	s 8.50	A 6.48PM	A 8.01AM	6.11			3.25	7.00	5.35	s 4.50																																																																																																																
51 P	s 8.58			6.15			3.29	7.03	5.39	4.55																																																																																																																
53 P	9.07			6.27			3.35	7.09	5.47	5.03																																																																																																																
28 PX	9.13			6.35			3.41	7.15	5.53	5.09																																																																																																																
17 PX	9.18			6.43			3.46	7.19	5.58	5.14																																																																																																																
LJPVXY	9.22			A 6.50AM			9.06PM	3.50	7.22	6.02		5.18																																																																																																														
BIKPV	A 9.30PM <sup>18</sup>						A 9.15PM	A 4.00PM	A 7.30AM	A 6.10AM		A 5.30AM																																																																																																														
	(3.05) 27.8	(2.48) 25.1	(2.16) 31.0	(2.55) 29.2	(0.09) 3.3	(2.15) 38.1	(2.00) 42.9	(2.20) 36.8	(2.30) 34.3	..... Thru Time .....		..... Average speed per hour .....																																																																																																														

**WESTWARD**

**KENTON LINE**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 22		
	151	255	458	August 1, 1954		STATIONS		
	Time Freight	Time Freight	Passenger					
	Daily	Daily	Daily					
108 LJPWX	6.48PM	8.01AM				DN	TROUTDALE	SN
51 P	6.58	8.11					HEMLOCK	
100 P	7.08	8.21				D	FIR	FR
73 BKPX	7.20	8.35 <sup>264</sup>				DN	KENTON	KN
LJVX					8.55PM	DN	NORTH PORTLAND JCT.	KD
LJPXY					8.57		1.2 PENINSULA JCT.	
LJPX	7.40	8.55			8.59	DN	1.4 ST. JOHNS JCT.	JN
BKOPTWXX	A 8.00PM	A 9.15AM				DN-R	2.6 ALBINA	B X
LJPVXY					A 9.06PM		1.1 EAST PORTLAND	
	(1.12) 17.0	(1.14) 16.5	(0.11) 34.4	..... Thru Time .....	..... Average speed per hour .....			

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89. Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed. Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.

No. 11 will reduce speed to 30 MPH at Troutdale to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers, see page 31. For stations not shown on schedule pages, see page 22.

**FOURTH SUBDIVISION**

**EASTWARD**

Time-Table No. 22 August 1, 1954		Mile Post	FIRST CLASS					SECOND CLASS			
			457 Passenger	12 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger	264 Time Freight	126 Mixed	262 Time Freight	
STATIONS											
BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS	DN-R THE DALLES DK WH DOUBLE TRACK	85.8									
	4.1 CRATES	81.7	A 10:05AM	As 7:20PM	A 11:30PM	A 11:59PM		A 12:30PM	A 8:55PM	A 1:10AM	
	5.2 ROWENA	76.5		9:58	7:13	11:19	11:51	11:45AM	8:43	12:52	
	6.3			9:52	7:07	11:13	11:45	11:30	8:37	12:42	
	MOSIER 7.4	70.2		9:42	6:57 <sup>125</sup>	11:04	11:36	11:15	8:28	12:27	
	DN HOOD RIVER KI	62.8		s 9:33	f 6:48	s 10:55	s 11:27	11:02	8:20	12:15	
	4.1 MENO	58.7			9:23	6:42	10:46	11:18	10:52	8:14	12:05AM
	8.5 WYETH	50.2			9:11	6:31	10:34	11:06	10:35	8:02	11:50PM
	7.2										
	CASCADE LOCKS 4.3	43.0			9:01	6:22	10:25	10:57	10:18	7:52 <sup>125</sup>	11:32
	DN BONNEVILLE MU	38.7		f 8:56	6:16	10:20	10:52	10:10	7:47	11:25	
	4.8										
	DODSON 7.3	33.9			8:50	6:11 <sup>151</sup>	10:14	10:46	10:00	7:41	11:18
	D BRIDAL VEIL JU	26.6			8:41	6:04	10:06	10:38	9:50	7:32	11:07
	3.9 ROOSTER ROCK	22.7			8:37	6:00	10:02	10:34	9:40	7:28	11:00
7.1											
DN TROUTDALE SN	15.6		f 8:29	5:53	9:54	10:27	9:25AM	7:20	10:45PM		
1.7											
FAIRVIEW 6.0	13.9			8:27	5:51	9:52	s 10:23		7:17		
CLARNIE 3.5	7.9			8:21	5:45	9:46	10:16		7:11		
GRAHAM 2.5	4.4			8:16	5:40	9:41	10:11		7:06		
BRUN 1.4	1.9			8:12	5:36	9:37	10:07		7:02		
EAST PORTLAND 0.5	0.5		A 8:04AM	8:09	5:33	9:34	10:04		6:59		
DN-R PORTLAND P-VC	0.0		8:00AM	8:05AM	5:30PM	9:30 <sup>125</sup> PM	10:00PM		6:55PM		
(85.8)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
..... Thru Time .....		(0.04)	(2.00)	(1.50)	(2.00)	(1.50)	(3.05)	(2.00)	(2.25)		
..... Average speed per hour .....		7.5	42.9	46.8	42.9	43.3	22.8	42.9	29.0		

**KENTON LINE**

**EASTWARD**

Time-Table No. 22 August 1, 1954		Mile Post	FIRST CLASS				SECOND CLASS		
			457 Passenger				257 Time Freight	264 Time Freight	262 Time Freight
STATIONS									
BLOCK SIGNALS	DN TROUTDALE SN	22.0							
	5.0 HEMLOCK	17.0					A 9:25AM	A 10:45PM	
	4.6 FIR FR	12.4					9:05	10:20	
	4.3						8:50	10:05	
	DN KENTON KN	8.1					8:35 <sup>255</sup>	9:50	
	2.5								
	DN NORTH PORTLAND JCT. KD	6.8		A 8:16AM					
	1.2 PENINSULA JCT.	5.6		8:13					
DN ST. JOHNS JCT. JN	4.2		8:10				8:15	9:30	
2.6									
DN-R ALBINA B X	1.6		8:07			A 7:05AM	8:00AM	9:15PM	
1.1 EAST PORTLAND	0.5		8:04AM			6:50AM			
(22.7)			Daily			Daily	Daily	Daily	
..... Thru Time .....		(0.12)				(0.15)	(1.25)	(1.30)	
..... Average speed per hour .....		31.5				4.4	14.4	13.6	

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 105 is superior to eastward trains of the same class.—See Rule S-72.

The time of Nos. 105 and 106 must be cleared by Nos. 11, 12, 17, 18, 19 and 20 as provided by Operating Rules 86 and S-89. Between Troutdale and Albina or Portland, extra trains will run via Kenton unless otherwise directed.

Trains and engines will be governed by Northern Pacific Terminal Company's rules and special instructions while in its yard at Portland.

No. 18 and No. 20 will reduce speed to 30 MPH at Troutdale to permit exchange of mail.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.



**FIFTH SUBDIVISION**

**EASTWARD**

Time-Table No. 22 August 1, 1954		Mile Post	FIRST CLASS								
			80 CMSt.P&P Passenger	82 CMSt.P&P Streamliner Passenger	84 CMSt.P&P Streamliner Passenger	458 Passenger	86 CMSt.P&P Passenger				
<b>STATIONS</b>											
BLOCK SIGNALS {	<b>PORTLAND</b> 6.8	0.0					A 9.15 PM				
	DN NORTH PORTLAND JCT. KD 1.9	6.8					8.55				
	VANCOUVER 1.9	8.7					8.51 PM				

**BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF SPOKANE, PORTLAND & SEATTLE RY. TIME SHOWN AT VANCOUVER FOR INFORMATION ONLY.**

**BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.**

BLOCK SIGNALS {	N. P. CROSSING 1.2	145.2									
	N. P. CROSSING 0.1	146.4									
	N. P. CROSSING 0.3	146.5									
	DN RESERVATION RN 0.7	146.8					A 5.37 PM				
	DN TACOMA JCT. JN	147.5					5.35 PM				

**BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R. R. CO.**

BLOCK SIGNALS {	DN-R BLACK RIVER BI	173.8					A 5.00 PM				
	C. M. St. P. & P. & P. C. CROSSING 6.3	173.8									
	DN-R ARGO G	180.1	A 8.29 AM	A 9.53 AM	A 3.23 PM	4.52	A 10.25 PM				
	DN-R SEATTLE OW	183.2	8.20 AM	9.45 AM	3.15 PM	4.45 PM	10.15 PM				
	(183.2)		Daily	Daily	Daily	Daily	Daily	Daily			

..... Thru Time .....	(0.09)	(0.08)	(0.08)	(4.30)	(0.10)
..... Average speed per hour .....	20.7	23.3	23.3	40.7	18.6

**On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.**  
 Time shown at Portland and North Portland Jct. is for information only. Trains will be governed by Fourth Subdivision and Kenton Line time-tables between Portland and North Portland Jct.  
 On Fifth Subdivision, Rule D-97 is in effect.

**WESTWARD**

**SIXTH SUBDIVISION**

Car Capacity of Stations, etc. See Rules 6(A), Page 31.	SECOND CLASS					FIRST CLASS					Time-Table No. 22 August 1, 1954
	379	151	361	363	346	63	99	19	97	STATIONS	
	Freight	Freight	Freight	Freight	Mixed	Passenger	CMStP&P Passenger	Passenger	CMStP&P Streamliner Passenger		
Sunday Wednesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
BKPVX							10.25 <sup>PM</sup>	9.00 <sup>PM</sup>	1.05 <sup>AM</sup>	DN-R SPOKANE DS AU 1.7	
BKOPTWXZ		12.45 <sup>AM</sup>					10.35 <sup>98</sup>	9.04	1.11	WEST SPOKANE 3.6	
48 P		12.55					10.41	9.08	1.18	COWLES 4.2	
53 P		1.05					10.49	9.13	1.25	MARSHALL 7.3	
103 PWX		1.20					11.00 <sup>s</sup>	9.22 <sup>s</sup>	1.36	N CHENEY CY 5.2	
51 P		1.28					11.10	9.28	1.44	GEIB 5.0	
52 P		1.36					11.16	9.35	1.50	MASON 7.4	
58 PW		1.46					11.25	9.43	1.59	CROSKEY 4.0	
108 P		2.05 <sup>97</sup>					11.31	9.49 <sup>98</sup>	2.05 <sup>151</sup>	WELLS 6.6	
52 P		2.20					11.38	9.56	2.12	PALM LAKE 5.2	
44 P		2.30					11.44	10.02	2.18	ASHBY 4.2	
52 P		2.40					11.50	10.07	2.24	EMDEN 6.7	
75 JOPVWXY		3.00					11.59 <sup>PM</sup>	10.15 <sup>s</sup>	2.35 <sup>AM</sup>	DN-R MARENGO RA 4.8	
52 P		3.10						10.21		THAVIS 4.4	
63 P		3.17						10.26		MACK 4.2	
51 P		3.25						10.31		ANKENY 7.9	
38 JPWY		3.00 <sup>298</sup>	3.40					10.42		N-R HOOPER JCT. HR 5.6	
53 P		3.15	3.50					10.49		PARK 6.2	
146 P		3.30	4.19 <sup>20</sup>					10.58		JOSO 5.8	
73 P		3.45	4.35 <sup>378</sup>					11.07		CHEW 3.9	
BJKOPWXY	A 4.00 <sup>PM</sup>	6.00						11.27 <sup>s</sup>		DN-R AYER JD 6.2	
96 P		6.15						11.35		RUXBY 7.7	
96 P		6.30						11.44		SCOTT 8.1	
46 P		6.40						11.51		WALKER 2.8	
96 P		6.46						11.55 <sup>PM</sup>		SIMMONS 7.6	
96 PW		7.05						12.06 <sup>AM</sup>		N PAGE MS 7.5	
95 P		7.20						12.15		ASH 8.0	
94 P		7.30						12.21		HUMORIST 7.2	
157 JKPVWXY		7.50	7.25 <sup>AM</sup>	4.30 <sup>AM</sup>	4.20 <sup>AM</sup>		11.45 <sup>PM</sup>	12.30 <sup>s</sup>		DN-R WALLULA JN 1.7	
JPVXY		7.55	7.30	4.40	4.25 <sup>AM</sup>		11.50 <sup>PM</sup>	12.33		WALLULA JCT. 10.3	
157 P		8.20	7.47	5.00			12.05 <sup>AM</sup>	12.46		JUNIPER 9.8	
189 P		8.40	8.05	5.20			12.18	12.56		COLD SPRINGS 9.2	
BJKOPWXYZ	A 9.15 <sup>AM</sup>	8.30 <sup>AM</sup>	5.40 <sup>AM</sup>				12.40 <sup>AM</sup>	1.15 <sup>AM</sup>		DN-R HINKLE UK 186.0	

(1.00)	(8.30)	(1.05)	(1.10)	(0.05)	(0.55)	(1.34)	(4.15)	(1.30)	..... Thru Time.....
21.5	21.7	28.6	26.6	20.4	33.8	39.0	43.1	40.7	..... Average speed per hour.....

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.  
 At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.  
 No. 379 arriving at Hooper Jct. on Connell Branch will run as No. 379 on Sixth Subdivision Hooper Jct. to Ayer.  
 For conditional stops to discharge or pick up revenue passengers, see page 31.  
 For stations not shown on schedule pages, see page 22.

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 22  
August 1, 1954

Mile Post

FIRST CLASS

SECOND CLASS

20	64	96	98	362	378	298	364	345
Passenger	Passenger	CMS&P&P Passenger	CMS&P&P Streamliner Passenger	Freight	Freight	Freight	Freight	Mixed

STATIONS

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS				
		20	64	96	98	362	378	298	364	345
DN-R <b>SPOKANE</b> DS AU 1.7	367.3	A 6.30AM		A 7.15AM	A 10.45PM					
<b>WEST SPOKANE</b> DS AU 3.6	365.6	6.23		7.06	10.35 <sup>99</sup>			A 6.30PM		
COWLES 4.2	362.0	6.17		6.59	10.29			6.05		
MARSHALL 7.3	357.8	6.11		6.54	10.24			5.55		
N CHENEY CY 5.2	350.5	s 6.02		s 6.45	10.15			5.40		
GEIB 5.0	345.3	5.55		6.34	10.08			5.30		
MASON 7.4	340.3	5.48		6.28	10.02			5.20		
CROSKEY 4.0	332.9	5.39		6.20	9.54			5.05		
WELLS 6.6	328.9	5.34		6.15	9.49 <sup>19</sup>			4.57		
PALM LAKE 5.2	322.3	5.26		6.05	9.35			4.45		
ASHBY 4.2	317.1	5.19		5.58	9.29			4.35		
EMDEN 6.7	312.9	5.14		5.51	9.23			4.20		
DN-R <b>MARENGO</b> RA 4.8	306.2	s 5.05		5.41AM	9.15PM			4.00		
THAVIS 4.4	301.4	4.55						3.29		
MACK 4.2	297.0	4.50						3.22		
ANKENY 7.9	292.8	4.44						3.15		
N-R <b>HOOPER JCT.</b> HR 5.6	284.9	4.35					A 5.15AM	3.00 <sup>379</sup>		
PARK 6.2	279.3	4.28					5.02	2.45		
JOSO 5.8	273.1	4.19 <sup>151</sup>					4.50	2.33		
CHEW 3.9	267.3	4.10					4.35 <sup>151</sup>	2.15		
DN-R <b>AYER</b> JD 6.2	263.4	s 4.05					4.15AM	2.00		
RUXBY 7.7	257.2	3.51						12.50		
SCOTT 6.1	249.5	3.42						12.36		
WALKER 2.8	243.4	3.34						12.26		
SIMMONS 7.6	240.6	3.31						12.20PM		
N PAGE MS 7.5	233.0	3.21						11.59AM		
ASH 6.0	225.5	3.12						11.40		
HUMORIST 7.2	219.5	3.05						11.25		
DN-R <b>WALLULA</b> JN 1.7	215.2	s 2.55	A 3.40AM			A 2.45AM		11.10	A 8.05PM	A 11.15PM
<b>WALLULA JCT.</b> 10.3	213.5	2.51	3.35			2.40		11.00	8.00	11.05PM
JUNIPER 9.8	203.2	2.40	3.22			2.22		10.40	7.40	
COLD SPRINGS 9.2	193.4	2.30	3.10			2.05		10.20	7.20	
DN-R <b>HINKLE</b> UK (186.0)	184.2	2.20AM	2.55AM			1.45AM		10.00AM	7.00PM	
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily

BLOCK SIGNALS

BLOCK SIGNALS C.T.C.

.....Thru Time.....	(4.10)	(0.45)	(1.34)	(1.30)	(1.00)	(1.00)	(8.30)	(1.05)	(0.10)
.....Average speed per hour.....	44.8	41.3	39.0	40.7	31.0	21.5	21.7	28.6	10.2

Except on double track and in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 151 is superior to No. 378.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.

No. 345 arriving Zangar Jct. on Wallula Branch will run as No. 345 on Sixth Subdivision Wallula Jct. to Wallula.

For conditional stops to discharge or pick up revenue passengers, see page 31.

For stations not shown on schedule pages, see page 22.

**WESTWARD JOSEPH BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS
	305 Mixed			304 Mixed
	Daily Except Sunday			
STATIONS				
28 WXY	12.10 PM	D-R JOSEPH J	83.8	A 11.15 AM
22 X	12.40	D ENTERPRISE RS	78.0	11.00
39	f 1.10	10.2 LOSTINE	67.8	f 10.07
27 WXY	s 1.45	7.8 WALLOWA WO	60.0	s 9.50
12 W {M.P. 49.0}	f 2.20	12.9 MINAM	47.1	f 9.07
40 W {M.P. 32.6}	f 2.50	13.3 LOOKING GLASS	33.8	f 8.37
32	f 3.20	8.7 GULLING	25.1	f 8.15
35 WXY	s 3.40	4.2 ELGIN GN	20.9	s 8.05
18	s 4.05	8.6 IMBLER BR	12.3	s 7.32
20	f 4.25	3.9 ALICEL	8.4	f 7.22
		8.4		
BJKOPT WXYZ	A 5.00 PM	DN-R LA GRANDE RA	0.0	7.00 AM
		(83.8)		Daily Except Sunday
	(4.50) Thru Time		(4.18)	
	17.3 Average speed per hour		19.7	

**WESTWARD PILOT ROCK BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS		
					305 Mixed	304 Mixed
					Daily Except Sunday	
STATIONS						
155 JPX		RIETH	0.0			
22		6.7 SPARKS	6.7			
18 WX	D	8.2 PILOT ROCK RO	14.9			
		(14.9)				

**WESTWARD UMATILLA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS		
					305 Mixed	304 Mixed
					Daily Except Sunday	
STATIONS						
BJKOP WXYZ		DN-R HINKLE UK	0.0			
65 P		3.9 HERMISTON	3.9			
PWXY	D	6.2 UMATILLA CS	10.1			
63 P		7.8 IRRIGON	17.9			
		(17.9)				

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

For stations not shown on schedule pages, see page 22.

**WESTWARD HEPNER BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS
	329 Freight			330 Freight
	Monday Wednesday Friday			
STATIONS				
39 PWXY	9.30 AM	D-R HEPNER HR	45.2	A 8.45 AM
19 P	9.55	8.0 LEXINGTON	36.3	8.00
7	10.10	5.3 JORDAN	31.0	7.40
15 PW	10.30	D 2.7 IONE ON	28.3	7.25
3	10.45	5.4 McNAB	25.2	7.10
13	11.05	5.3 MORGAN	19.8	6.55
3	11.30 AM	14.5 CECIL	14.5	6.35
19 JPX	A 12.15 PM	N-R HEPNER JCT. WI	0.0	6.00 AM
		(45.2)		Monday Wednesday Friday
	(2.45) Thru Time		(2.45)	
	16.4 Average speed per hour		16.4	

**WESTWARD CONDON BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS
	327 Freight			328 Freight
	Tuesday Thursday Saturday Sunday			
STATIONS				
26 PVWXY	10.15 AM	D-R CONDON CD	44.5	A 9.00 AM
22	10.40	8.2 GWENDOLEN	36.3	8.25
27	11.00	4.0 SPEECE	32.3	8.10
26	11.10	3.7 CLEM	28.6	7.50
20 PW	11.30	4.2 MIKKALO	24.4	7.30
27	11.50 AM	4.7 BARNETT	19.7	7.10
11 PW	12.10 PM	3.7 ROCK CREEK	16.0	6.55
20	12.30	8.7 SHUTLER	7.3	6.25
		7.3		
WB 126 BJKO EB 113 PTWX	A 1.15 PM	DN-R ARLINGTON MX	0.0	6.00 AM
		(44.5)		Tuesday Thursday Saturday Sunday
	(3.00) Thru Time		(3.00)	
	14.8 Average speed per hour		14.8	

**WESTWARD GRASS VALLEY BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS		
					305 Mixed	304 Mixed
					Daily Except Sunday	
STATIONS						
14 Y		KENT	52.5			
10		10.0 EAKIN	42.5			
28 PW	D	4.0 GRASS VALLEY VY	38.5			
25	D	11.5 MORO MR	27.0			
16		12.8 KLONDIKE	14.2			
32 PW	D	4.5 WASCO WA	9.7			
6		4.5 THORNBERRY	5.2			
80 JPX	DN-R	5.2 BIGGS BX	0.0			
		(52.5)				

**WESTWARD BEND BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS
	313 Mixed			314 Mixed
	Daily Except Monday	STATIONS		

BKOP VWXYZ	5.00 AM	DN-R BEND ND	150.0	A 2.30 PM
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**BETWEEN OREGON TRUNK JUNCTION AND BEND TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF OREGON TRUNK RAILWAY.**

JPV	A 12.01 PM	D ORE TRUNK JUNCTION VO	O.O	7.30 AM
		(150.0)		Daily Except Sunday

(7.01) ..... Thru Time ..... (7.00)  
21.4 ..... Average speed per hour ..... 21.4

**BEND BRANCH SHOWN FOR INFORMATION ONLY.**

**WESTWARD TONO BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 22 August 1, 1954	Mile Post
	STATIONS	
	39 PWX	R TONO 5.8
27 JX	WABASH 2.2	2.2

**BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.**

BKOPT VWXYZ	DN-R CENTRALIA CN	O.O
	(8.0)	

**WESTWARD OLYMPIA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 22 August 1, 1954	Mile Post
	STATIONS	
	JPVXY	R EAST OLYMPIA 7.3
	N. P. CROSSING 0.1	7.3
BKPV WXYZ	D-R OLYMPIA OA	7.4
	(7.4)	

**WESTWARD GRAYS HARBOR BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	307 Mixed	309 CMS&P Freight			306 Mixed	308 CMS&P Freight
	Daily Except Sunday	STATIONS				

BKOPT VWXYZ	6.00 PM	DN-R CENTRALIA CN	O.O	A 3.50 AM
		2.4		

**BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.**

TIME SHOWN AT CENTRALIA IS FOR INFORMATION ONLY.

JMPV	6.10 PM	BLAKESLEE JUNCTION	2.4	A 3.35 AM
M		N. P. CROSSING	2.4	
M		C. M. St. P. & P. CROSSING	2.4	
23 P	f 6.20	GALVIN	5.0	3.25
43 JPVX	f 6.40	12.01 AM		
48 PWX	s 6.45	12.05		
52 P	f 7.05	12.30		
51 P	f 7.20	12.40		
44 P	f 7.35	12.55		
5 PW	f 7.40	1.00		
53 PXY	f 8.25	1.35		
X				
PVX				
53 PXY	f 8.25	1.35		
27 P	f 8.30	1.43		
32 PV	f 8.40	1.50		
83 JPYX	f 8.55	2.05		
JV				
M				
82 BKPVXZ	A 9.25 PM	A 2.35 AM	DN-R ABERDEEN SA	53.9 s 12.30 AM 5.50 PM

**BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.**

TIME SHOWN AT HOQUIAM IS FOR INFORMATION ONLY.

BKOPT WYZ	A 9.55 PM	A 3.05 AM	DN-R HOQUIAM HO	57.5	12.01 AM	5.30 PM
			(57.5)		Daily Except Monday	Daily Except Saturday
	(3.55)	(3.04)	..... Thru Time .....	(3.49)	(3.10)	
	14.7	14.8	..... Average speed per hour .....	15.0	14.3	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
For stations not shown on schedule pages, see page 22.



**YAKIMA BRANCH**

**EASTWARD**

Time-Table No. 22 August 1, 1954		Mile Post	FIRST CLASS			SECOND CLASS						
			64 Passenger	348 N. P. Passenger		908 N. P. Freight	362 Freight	374 N. P. Freight	910 N. P. Freight	364 Freight		
STATIONS												
DN-R	<b>YAKIMA</b> NY	98.0	A 7.00AM							A 2.15AM		
	3.4 UNION GAP	94.6	6.50							1.55		
	3.3 N. P. CROSSING	91.3										
	0.5 PARKER	90.8	f 6.43							1.45		
Block Sys	1.4 N. P. CROSSING	89.4										
	2.6 DONALD	86.8	f 6.33							1.30		
	2.3 SAWYER	84.5	f 6.26							1.20		
	2.9 BUENA BA	81.6	s 6.19							1.10		
D-R	3.1 ZILLAH AH	78.5	s 6.11							12.55		
	5.1 GRANGER	73.4	f 6.00							12.25		
	6.2 EMERALD	67.2	f 5.51							12.05AM		
	3.6											
R	<b>MIDVALE</b>	63.6	5.44							<sup>363</sup> 11.30PM		
	5.9											
N	6.9 GRANDVIEW GW	57.7	s 5.35							11.10		
	7.8 NORTH PROSSER	50.8	f 5.19							10.50		
	6.5 CHAFFEE	43.0	f 5.07							10.30		
D	<b>BENTON CITY</b> BC	36.5	s 4.57							<sup>63</sup> 10.12		
	5.2 ACTON	31.3	4.47							9.45		
R	12.3 <b>RICHLAND JCT.</b>	19.0	4.30			A 5.20AM	A 5.30AM			9.15		
DN	5.8 KENNEWICK KN	13.2	s 4.20			5.00	5.10AM			8.55		
	4.5 HEDGES	8.7	f 4.05			4.25				8.38		
C.T.C.	2.3 <b>VILLARD JCT.</b>	7.0	f 4.00	A 10.50PM		A 2.35AM	4.15		A 1.50PM	8.30		
	6.4 <b>ATTALIA</b>	0.6		10.38PM		2.15AM						
DN-R	0.6 <b>WALLULA</b> JN	0.0	3.50AM			4.00AM			1.30PM	8.15PM		
	(98.6)		Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		

..... Thru Time .....	(3.10)	(0.12)	(0.20)	(1.20)	(0.20)	(0.20)	(6.00)
..... Average speed per hour .....	30.9	32.0	19.2	14.7	17.4	21.0	16.4

**SUNNYSIDE BRANCH**

**EASTWARD**

Time-Table No. 22 August 1, 1954		Mile Post	FIRST CLASS				
STATIONS			84 Passenger				
R	<b>MIDVALE</b>	0.0	A 9.25PM				
D-R	2.8 <b>SUNNYSIDE</b> SI	2.8	9.15PM				
	(2.8)		Daily				
..... Thru Time .....	(0.10)						
..... Average speed per hour .....	16.8						

Except in Centralized Traffic Control territory, eastward trains are superior to trains of the same class in the opposite direction, except that No. 63 is superior to No. 84 between Midvale and Sunnyside.—See Rule S-72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 63 arriving at Midvale will run as No. 63 Midvale to Sunnyside and as No. 84 Sunnyside to Midvale.

No. 362 arriving at Richland Jct. will run as No. 361 Richland Jct. to Wallula.

No. 374 arriving at Richland Jct. will run as No. 373 Richland Jct. to Kennewick.

For stations not shown on schedule pages, see page 22.

**WESTWARD**

**SPOKANE-TEKOA BRANCH**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS				FIRST CLASS				Time-Table No. 22			
	381 CMStP&P Freight	387 Freight	391 Freight	383 CMStP&P Freight	95 CMStP&P Streamliner Passenger	67 Passenger	91 CMStP&P Passenger	69 Spokane Internat'l Passenger	August 1, 1954			
	Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily	STATIONS			
BKPVX	9.30PM	5.00PM	1.00PM	7.00AM	10.55PM	8.15AM	7.45AM	1.00AM	DN-R	<b>SPOKANE</b>	DS AU	DOUBLE TRACK
LJFX	9.35	5.15	1.25	7.05	11.00	8.20	7.50	A 1.05AM	DN	<b>N. P. CROSSING</b>	CG	
83 X	<sup>92</sup> 9.50	5.20	2.00	7.10	11.03	8.23	7.53			<b>EAST SPOKANE</b>		
51 X	9.59	5.25	2.05	7.15	11.06	8.26	7.56			<b>HILL</b>		
69 JKVX	10.10	5.35	2.20	A 7.20AM	11.10	s 8.30	8.00		DN	<b>DISHMAN</b>	SP	
35	10.20	5.45	2.35		<sup>382</sup> 11.15	f 8.34	8.05			<b>CHESTER</b>		
78	<sup>382</sup> 10.50	<sup>68</sup> 6.16	2.55		<sup>388</sup> 11.27	s 8.45	8.17		D	<b>MICA</b>	MA	
38	<sup>388</sup> 11.31 <sup>95</sup>	6.35	3.02		<sup>381</sup> 11.31	f 8.50	8.21			<b>FREEMAN</b>		
JVX	A 11.50PM	6.50	3.10		A 11.36PM	s 8.56	A 8.26AM		DN-R	<b>MANITO</b>	MU	
23		<sup>392</sup> 7.10	3.30			s 9.03			D	<b>ROCKFORD</b>	RD	
40		7.20	3.40			s 9.10				<b>DARKNELL</b>		
31 JWXX		7.40	4.00			s 9.16			D	<b>FAIRFIELD</b>	G	
25		8.10	4.20			s 9.31				<b>LATAH</b>		
BJKOPTWXYZ		A 8.45PM	A 4.50PM			A 9.52AM			DN-R	<b>TEKOA</b>	K	
	(2.20) 9.3	(3.45) 13.1	(3.50) 12.9	(0.20) 19.5	(0.41) 31.9	(1.37) 30.5	(0.41) 31.9	(0.05) 22.8	..... Thru Time .....			
	..... Average speed per hour .....											

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
	SECOND CLASS	Time-Table No. 22	August 1, 1954		Mile Post	
	391 Freight	Daily Except Sunday	STATIONS			
14 JPX	5.45PM	<b>SELTICE</b>			48.0	
		8.2 G. N. CROSSING			39.8	
		0.03 N. P. CROSSING			39.7	
34 VWX	6.45	D OAKESDALE ON			39.1	
44	7.20	THORNTON			31.2	
M		0.5 G. N. CROSSING			30.7	
28 WX	8.20	D ST. JOHN SJ			18.3	
27	8.50	WILLADA			11.5	
63	9.20	GRAVEL PIT			4.4	
63 JWXY	A 9.45PM	D-R WINONA WA			0.0	
		(48.0)				

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	WESTWARD		WALLULA BRANCH		EASTWARD	
	SECOND CLASS	Time-Table No. 22	Mile Post	SECOND CLASS		
	345 Mixed	Daily		346 Mixed		
BJKOPTWXYZ	9.45PM	DN-R WALLA WALLA BU	30.9	A 6.45AM		
5 X		2.0 COLLEGE PLACE	28.9			
M		0.2 W. W. V. RY. CROSSING	28.7			
17 X	f 9.51	0.1 GARRETT	28.6	f 5.40		
10	f 10.05	4.6 WHITMAN	24.0	f 5.25		
12	f 10.18	4.7 LOWDEN	19.3	f 5.12		
29 PX	s 10.30	D 4.3 TOUCHET CH	15.0	s 5.01		
11	f 10.50	7.5 REESE	7.5	f 4.43		
JPV	A 10.57PM	3.3 ZANGAR JCT.	3.8	4.35AM		
<b>BETWEEN ZANGAR JCT. AND WALLULA JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY. TIME SHOWN AT WALLULA JCT. IS FOR INFORMATION ONLY.</b>						
JPVXY	A 11.05 PM	3.8 WALLULA JCT.	0.0	4.25 AM		
		(30.5)		Daily		

(4.00) ..... Thru Time ..... (1.20) ..... Thru Time ..... (2.20)  
12.0 ..... Average speed per hour ..... 22.9 ..... Average speed per hour ..... 13.1

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 384, No. 392, No. 382 and No. 388.—See Rule S-72.  
At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.  
Track between S. I. Jct. and East Spokane interlocking tower is protected by automatic block signals.  
Between Manito and Tekoa, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
No. 346 arriving at Wallula Jct. on Sixth Subdivision will run as No. 346 Zangar Jct. to Walla Walla.  
No. 391 arriving at Seltice on Tekoa-Ayer Branch will run as No. 391 Seltice to Winona.  
For stations not shown on schedule pages, see page 22.

**SPOKANE-TEKOA BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A) Page 31.	Time-Table No. 22		Mile Post	FIRST CLASS				SECOND CLASS					
	August 1, 1954			94	70	68	92	384	392	382	388		
				CMS&P Streamliner Passenger	Spokane Internat'l Passenger	Passenger	CMS&P Passenger	CMS&P Freight	Freight	CMS&P Freight	Freight		
STATIONS													
BKPVX	DN-R	SPOKANE	DS AU	165.4	A 12-55AM	A 1-50PM	A 6-50PM	A 10-00PM		A 4-00PM	A 9-15PM	A 12-10AM	A 12-30AM
LJPX	DN	N. P. CROSSING	CG	163.5	12-45	1-43PM	6-41	9-52		3-45	9-00	11-59PM	12-20
83 X		EAST SPOKANE		162.6	12-43		6-39	9-50 <sup>381</sup>		3-42	8-55	11-45	12-10
51 X		HILL		161.2	12-40		6-36	9-47		3-37	8-50	11-35	12-05AM
59 JKVX	DN	DISHMAN	SP	158.9	12-36		s 6-33	9-43		3-30PM	8-25	11-25	11-55PM
35		CHESTER		155.7	12-31		f 6-28	9-38			8-10	11-15 <sup>95</sup>	11-47
78	D	MICA	MA	149.7	12-20		f 6-16 <sup>387</sup>	9-27			7-55	10-50 <sup>381</sup>	11-27 <sup>95</sup>
38		FREEMAN		146.9	12-15		f 6-10	9-22			7-45	10-42	11-10 <sup>381</sup>
JVX	DN-R	MANITO	MU	143.6	12-10AM		f 6-04	9-17PM			7-35	10-35PM	11-01
23	D	ROCKFORD	RD	138.4			s 5-53				7-10 <sup>387</sup>		10-44
40		DARKNELL		135.1				5-46			6-55		10-35
31 JWXX	D	FAIRFIELD	G	131.7			s 5-40				6-30		10-20
25		LATAH		123.3			s 5-24				6-05		9-55
BJKOPTWXYZ	DN-R	TEKOA	K	116.1				5-11PM			5-40PM		9-30PM
		(49.3)			Daily	Daily	Daily	Daily		Daily Except Sunday	Daily Except Monday	Daily	Daily
..... Thru Time .....				(0.45)	(0.07)	(1.39)	(0.43)		(0.30)	(3.35)	(1.35)	(3.00)	
..... Average speed per hour .....				29.0	16.3	29.9	30.4		13.0	13.8	13.8	16.4	

WESTWARD				MOSCOW BRANCH		EASTWARD		WESTWARD CONNELL BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	FIRST CLASS	Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	379	61			62	378		379			378	
	Freight	Passenger			Passenger	Freight		Freight			Freight	
STATIONS												
BKTVWX	5-00AM	6-45PM	D-R MOSCOW MO	28.1	A 8-50AM	A 1-50PM	BJKOWXY	1-45PM	D-R LA CROSSE JA	0.0	A 6-00AM	
1	6-20	6-56	7.6 WHITLOW	20.5	8-36	1-25	11 X	2-50	14.7 HOOPER	14.7	5-20	
			1.2 N. P. CROSSING	19.3			32 JPWXY	A 2-55PM	1.0 N-R HOOPER JCT. HR	15.7	5-15AM	
23 X	6-45	s 7-05	0.6 D PULLMAN XN	18.7	s 8-33	1-15	34		7.8 D WASHTUCNA FN	23.5		
18	7-00	s 7-18	6.0 ALBION	12.7	s 8-13	12-40	21 V		13.9 D KAHLIOTUS HO	37.4		
19	7-10	f 7-25	3.0 SHAWNEE	9.7	f 8-05	12-25	18 WXY		15.5 R CONNELL N	52.9		
BJKMOWXY	A 7-42AM <sup>62</sup>	A 7-45PM	DN-R COLFAX CA	0.0	7-42AM <sup>379</sup>	12-01PM			(52.9)		Daily Except Monday	
			(28.1)		Daily	Daily Except Monday						
(2.42)				(1.00)	..... Thru Time .....				(1.08)	(1.49)	(1.10)	(0.45)
10.4				28.1	Average speed per hour .....				24.8	15.5	13.5	20.9

On single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 391 and No. 387 are superior to No. 384, No. 392, No. 382 and No. 388.—See Rule S-72.

At Spokane Union Station, trains and engines will be governed by rules and special instructions of the Union Pacific Railroad, Northwestern District.

Track between S. I. Jct. and East Spokane interlocking tower is protected by automatic block signals.

Between Manito and Tekoa and between Moscow and Colfax, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 378 arriving at Colfax on Tekoa-Ayer Branch will run as No. 378 Colfax to Moscow.

No. 379 arriving at La Crosse on Tekoa-Ayer Branch will run as No. 379 La Crosse to Hooper Jct.

No. 378 arriving at Hooper Jct. on Sixth Subdivision will run as No. 378 Hooper Jct. to La Crosse.

For stations not shown on schedule pages, see page 22.

**WESTWARD**

**TEKOA-AYER BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS			FIRST CLASS		Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS		SECOND CLASS		
	391 Freight	379 Freight	355 Freight	61 Passenger	73 Passenger			74 Passenger	62 Passenger	378 Freight	392 Freight	356 Freight
	Daily Except Sunday	Daily Except Monday	Tuesday Thursday Saturday	Daily	Daily							
BJKOPT WXYZ	5.20PM					DN-R TEKOA K	116.1					A 5.00PM
14 JPX	A 5.40PM					R SELTICE	110.4					4.30
32 W						D FARMINGTON FM	104.5					4.00
M						N. P. CROSSING	103.4					
						N. P. CROSSING	95.4					
38 VWX						D GARFIELD GR	95.1					3.35
						ELBERTON	89.7					3.00
32 BJKMOWXY		8.30AM				D-R COLFAX CA	77.4	A 7.40AM		A 1.30AM		2.20
M						G. N. CROSSING	77.3					
14 East Spur X 16 West Spur X		8.50				CREST	74.9		7.31	11.00		1.45
34		9.20		f 8.02		MOCKONEMA	72.5	f 7.26		10.50		1.30
29		10.15 <sup>378</sup>		f 8.09		DIAMOND	68.5	f 7.19		10.15 <sup>379</sup>		1.15
27		11.00AM		s 8.29		D ENDICOTT DI	57.9	s 7.04		9.00		12.40
63 JWXY		12.01 <sup>392</sup> PM		s 8.39		D-R WINONA WA	52.1	s 6.54		8.40		12.01 <sup>379</sup> PM
46		12.30		s 8.45		SUTTON	48.0		6.45	7.25		
26 BJKOWXY		A 1.15PM		s 8.56		D-R LA CROSSE JA	41.5	s 6.37		7.00AM		
42				f 9.09		JERITA	35.8	f 6.27				
44				f 9.20		HAY	30.2	f 6.17				
42				f 9.38		CANYON	22.1	f 6.01				
60 JPVWXY				s 9.50		DN-R RIPARIA XS	17.5	A 5.35AM		5.54		
M						N. P. CROSSING	17.4					
10 JPXY			2.05AM	s 10.01	s 9.49	R TUCANNON	12.6	s 5.24	s 5.42			A 7.40PM
41 X			2.10	10.03	9.51	PATAHA	11.8			5.37		7.35
54 X			2.40	f 10.21	f 10.08	RIFTON	2.9	f 5.06	f 5.21			7.10
BJKOPWXY			A 3.00AM	A 10.30PM	A 10.15PM	DN-R AYER JD	0.0	5.00AM	5.15AM			7.00PM
						(116.1)		Daily	Daily	Daily Except Monday	Daily Except Monday	Monday Wednesday Friday

(0.20) (4.45) (0.55) (2.40) (0.35) ..... Thru Time ..... (0.35) (2.25) (4.30) (4.59) (0.40)  
 17.1 7.6 13.7 29.0 30.0 ..... Average speed per hour ..... 30.0 32.0 8.0 14.8 18.9

**WESTWARD POMEROY BRANCH**

**EASTWARD**

**WESTWARD TUCANNON BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	355 Freight				356 Freight			356 Freight				355 Freight	
	Monday Wednesday Friday				Monday Wednesday Friday			Monday Wednesday Friday				Monday Wednesday Friday	
35 TWX	11.30PM	D-R POMEROY PY	28.9	A 10.00PM	JPXY	7.40PM	R TUCANNON	0.0	A 2.00AM				
25	11.50PM	ZUMWALT	24.4	9.30	JWXY	A 7.50PM	D STARBUCK SA	3.8	1.45AM				
7	12.15AM	DODGE	16.3	9.00	19		RELIEF	9.3					
18 W	12.25	CHARD	14.5	8.50			(9.3)		Tuesday Thursday Saturday				
8	12.40	JACKSON	11.3	8.30									
18	1.00	DELANEY	7.9	8.20									
JWXY	A 1.40AM	D STARBUCK SA	0.0	8.00PM									
		(28.9)		Monday Wednesday Friday									

(2.10) ..... Thru Time ..... (2.00)  
 13.3 ..... Average speed per hour ..... 14.5

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.  
 No. 379 arriving at Colfax on Moscow Branch will run as No. 379 Colfax to La Crosse.  
 No. 378 arriving at La Crosse on Connell Branch will run as No. 378 La Crosse to Colfax.  
 For stations not shown on schedule pages, see page 22.

**WESTWARD PENDLETON BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	365 Mixed				366 Mixed	
	Daily Except Sunday					
STATIONS						
27 X			<b>ALTO</b> 7.5	83.0		
23			MENOKEN 4.2	75.5		
26 JWX	11.45AM		<b>BOLLES</b> 4.6	71.3	A 9.10AM	
26 X	11.58AM	D	PRESCOTT SY 13.1	66.7	8.58	
21	12.35PM		VALLEY GROVE 6.4	53.6	8.22	
			N. P. CROSSING 0.6	47.2		
M			W. W. V. RY. CROSSING 0.5	46.6		
BJKOPTV WXYZ	A12.55PM	DN-R	<b>WALLA WALLA</b> BU 1.9	46.1	8.00AM	
M			W. W. V. RY. CROSSING 4.3	44.2		
24			SPOFFORD 3.6	39.9		
M			W. W. V. RY. CROSSING 0.1	36.3		
39 VWX		D	<b>MILTON-FREEWATER</b> CO 9.5	36.2		
50			BLUE MOUNTAIN 3.3	26.7		
20			DOWNING 6.2	23.4		
20 X		D	ATHENA CN 4.6	17.2		
41			ADAMS 2.6	12.6		
15			BLAKELEY 10.0	10.0		
BJKVWXYZ		DN-R	<b>PENDLETON</b> FD (83.0)	0.0		
					Daily Except Sunday	

(1.10) ..... Thru Time ..... (1.10)  
21.6 ..... Average speed per hour ..... 21.6

**WESTWARD WALLACE BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	FIRST CLASS			
	387 Freight	67 Passenger			68 Passenger	388 Freight		
	Daily	Daily						
STATIONS								
BJKOPT WXYZ	9.15PM	388	10.02AM	DN-R	<b>TEKOA</b> K 8.9	0.0	A 5.05PM	A 9.15PM
25	9.35		10.14		LOVELL 8.4	6.9	f 4.50	8.45
17 VX	10.00	s	10.33	D	PLUMMER MR 7.5	15.3	s 4.32	8.15
22 TWX	10.20	s	10.50		CHATCOLET 7.7	22.8	f 4.14	7.45
X	10.50	s	11.09		HARRISON 3.5	30.5	s 3.54	7.20
43	11.05	s	11.16	D	SPRINGSTON RC 11.3	34.0	s 3.45	7.10
20	11.50PM	s	11.34		LANE 3.8	45.3	s 3.24	6.42
33	12.10AM	s	11.40		ROSE LAKE 8.6	49.1	s 3.16	6.32
30	12.30	s	11.55AM		CATALDO 4.8	57.7	f 2.59	6.10
6 Y	12.45	s	12.03PM		ENAVILLE 1.6	62.5	s 2.53	5.56
18	12.50	f	12.07		PINE CREEK 3.1	64.1	f 2.49	5.52
JWX		f			<b>BRADLEY</b> 2.0	67.2	f	
25 BKOX	A 1.30AM	s	12.30	D-R	<b>KELLOGG-WARDNER</b> DN 6.6	69.2	s 2.40	5.40PM
31		s	12.43		OSBURN 4.4	75.8	f 2.22	
BKT VWXZ	A 1.00PM			D-R	<b>WALLACE</b> WC 0.2	80.2	2.15PM	
M					N. P. CROSSING 0.2	80.4		
M					N. P. CROSSING 0.1	80.6		
JX					<b>WALLACE JCT.</b> 6.2	80.7		
5 VWX				D	<b>BURKE</b> B (86.9)	86.9		
							Daily	Daily

(4.15) ..... Thru Time ..... (2.50)  
18.9 ..... Average speed per hour ..... 27.0 ..... 28.3 ..... (3.35)  
22.4

**WESTWARD DAYTON BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS		Time-Table No. 22 August 1, 1954	Mile Post	SECOND CLASS	
	367 Mixed	365 Mixed			366 Mixed	368 Mixed
	Tuesday and Friday	Daily Except Sunday				
STATIONS						
29	12.01PM		<b>TURNER</b> 2.1	24.8		A1 1.50AM
25	12.10		WHETSTONE 9.6	22.7		11.40
26 VWXY	A12.50PM	11.01AM	D <b>DAYTON</b> DA 0.09	13.1	A 9.45AM	11.00AM
M			N. P. CROSSING 0.01	13.0		
M			N. P. CROSSING 0.1	13.0		
JX		A1 1.03AM	<b>DAYTON JCT.</b> 0.1	12.9	9.43AM	

**BETWEEN WAITSBURG JCT. AND DAYTON JCT., TRAINS WILL BE GOVERNED BY TIME-TABLE, RULES AND SPECIAL INSTRUCTIONS OF NORTHERN PACIFIC RY.**

JX		11.25AM	R <b>WAITSBURG JCT.</b> 1.7	5.2	A 9.23AM	
28 X		11.31	D <b>WAITSBURG</b> BG 3.5	3.5	9.19	
28 JWX		A1 1.45AM	<b>BOLLES</b> (24.8)	0.0	9.10AM	
					Daily Except Sunday	Tuesday and Friday

(0.49) ..... Thru Time ..... (0.35) ..... (0.50)  
14.3 ..... Average speed per hour ..... 22.5 ..... 14.0

**WESTWARD SIERRA NEVADA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Time-Table No. 22 August 1, 1954		Mile Post
	STATIONS		
	JWX		
X		<b>END OF TRACK</b> (2.0)	2.0

This branch shown for information as to distances only. It will be operated as a switching spur lying within Bradley-Kellogg-Wardner yard limits.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 67 is superior to No. 68.—See Rule S-72.

Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

No. 368 arriving at Turner will run as No. 367 Turner to Dayton.

For stations not shown on schedule pages, see page 22.

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 31	Switch Connection
<b>First Subdivision</b>				<b>Spokane-Tekoa Branch</b>			
Nelson .....	372.9	54 P	West	Rahm .....	125.9	4	Both
<b>Second Subdivision</b>				Coey .....	141.7	17	Both
Yoakum .....	201.7	10	Both	<b>Pleasant Valley Branch</b>			
Pendair .....	213.5	80 P	Both	Juno .....	20.8	10	Both
Mission .....	221.2	{ 18 P	Both	Huntley .....	22.6	2	Both
Cayuse .....	227.1	{ 25 P	Both	Sunset .....	25.4	30	Both
Thorn Hollow .....	232.1	48 P	Both	Warner .....	45.3	11	Both
North Fork .....	251.4	14 P	Both	<b>Moscow Branch</b>			
		16 P	West	Risbeck .....	4.5	6	Both
<b>Third Subdivision</b>				Parvin .....	7.8	8	Both
Seufert .....	87.7	13	West	Armstrong .....	15.7	3 W {M. P. 16.2}	Both
Dillon .....	93.5		None	Holland .....	21.4	8	Both
<b>Fourth Subdivision</b>				<b>Connell Branch</b>			
Quarry Spur .....	6.5	13	West	Pampa .....	4.6	15	Both
Eri .....	14.2	4	Both	Gordon .....	8.2	7	Both
Corbett .....	20.3		None	McAdam .....	29.3	3	Both
Latourell .....	23.9		None	Wacota .....	34.1	4	Both
Multnomah Falls .....	29.6	P	None	Estes .....	42.3	7	Both
Oneonta .....	31.1	P	None	Sulphur .....	46.1	9	Both
Warrendale .....	35.9		None	Curry .....	51.1	12	Both
C. L. Lumber Co. ....	45.1	7	East	<b>Tekoa-Ayer Branch</b>			
Farley .....	47.0	102 P	Both	Schreck .....	31.9	14	Both
Viento .....	55.2		None	Thera .....	64.8	15	Both
Chatfield .....	71.8	20 P	West	Glenwood .....	83.5	13	Both
<b>Kenton Line</b>				Walters .....	98.6	10	Both
Champ .....	9.5	7	Both	<b>Pomeroy Branch</b>			
Ward .....	14.2	6	Both	Houser .....	19.1	1	Both
		{ 37	Both	<b>Tucannon Branch</b>			
Reynolds .....	20.0	{ 40 P	West	Powers .....	2.7	4	Both
		{ 126	West	<b>Pendleton Branch</b>			
<b>Sixth Subdivision</b>				Havana .....	6.9	11	Both
Sheffler .....	242.1	4	Both	Weston .....	20.9	66 X	East
Matthews .....	253.3	5	Both	Bade .....	30.2	13	Both
Magallon .....	258.6	2	Both	Barrett .....	33.1	10	Both
Teske .....	310.6	2	Both	Prunedale .....	34.2	15	Both
<b>Joseph Branch</b>				State Line .....	41.7	10	Both
Island City .....	2.6	12	Both	Langdon .....	43.6	12	Both
Conley .....	5.9	6	Both	Russell .....	51.8	11	Both
Vincent .....	40.6	2	East	Hadley .....	56.5	19	Both
Sevier .....	56.7	5	West	Berryman .....	59.8	9	Both
Freels .....	75.2	2	West	Ennis .....	60.9	10	Both
		{ 5	Both	Robinson .....	67.6	2	Both
Marble .....	75.8	{ 25	West	McCall .....	69.4	2	Both
<b>Pilot Rock Branch</b>				McKay .....	78.6	6	Both
McBee .....	2.8	2	East	<b>Wallace Branch</b>			
Lens .....	11.2	4	East	Tilma .....	2.1	1 X	Both
<b>Grass Valley Branch</b>				Watt .....	12.1	18	Both
Sandon .....	15.6	8	Both	O'Gara .....	26.3		None
Hay Canyon .....	19.2	{ 12	East	Black Lake .....	38.0		None
		{ 15	West	Dudley .....	52.0	12	Both
De Moss .....	23.9	12	Both	Smeltonville .....	66.3		None
Erskine .....	31.3	9	Both	Shont .....	72.8	3	Both
Bourbon .....	45.8	8	Both	Polaris .....	74.6	42	East
<b>Grays Harbor Branch</b>				Gem .....	84.1	5 X	Both
Raisch .....	2.6	7	Both	Frisco .....	84.4	7 X	Both
Balch .....	18.3	18 P	Both	Dorn .....	85.1	13	Both
<b>Yakma Branch</b>				<b>Dayton Branch</b>			
Grosscup .....	23.2	8	Both	Taggard .....	4.3	1	West
Biggam .....	48.3	10	Both	Ronan .....	19.3	28	West
Flint .....	83.6	18	Both				

(1) Regular stop for No. 125.  
 (2) Flag stop for Nos. 304-305.

(3) Flag stop for Nos. 306-307.  
 (4) Flag stop for Nos. 63-64.

(5) Flag stop for Nos. 61-62.  
 (6) Flag stop for Nos. 67-68.

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

**Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, **any car of which is not light-weight roller-bearing.**

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	C. M. St. P. & P. class K1 engines, equipped with swing motion trucks.		35	35
No. 125 and No. 126, maximum speed.		60	60	C. M. St. P. & P. class K1 engines, equipped with rigid trucks.		25	25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	C. M. St. P. & P. freight engines with single trucks when handling or helping passenger trains.		35	35
Motor trains and inspection bus cars.		40	40	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks.			25
Within yard limits: On main line and on branch between Spokane and Manito. On other branch lines.	50	40 30	25 15	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
No. 125 and No. 126, within yard limits.		40	40	With side rods and main rods in place.			25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling scale test cars: On main line. On branch lines.			30 25
Diesel-electric freight and road switch locomotives.	65	65	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1800 class Diesel-electric yard locomotives in road service.	50	50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Steam engines running backward.	20	20	20	On tracks other than main tracks.	15	15	15
3800 class engines.		60	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
3700 and 3900 class engines.		65	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch line. (Slower speed must be observed where conditions require.)			25 15
5000 class engines.		50	50				
7000-7800 class engines.		70	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				
C. M. St. P. & P. class N3-S engines.		50	40				
C. M. St. P. & P. class L engines.		35	35				

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
<b>Huntington</b> Between M.P. 389.8 and 388.8.	20	20	20	Between M.P. 364.5 and 364.1.	35	30	20	<b>Baker</b> Over street crossings within city limits.	15	15	15
Between M.P. 388.8 and 386.3.	35	30	20	Between M.P. 363.6 and 362.1.	45	35	20		Between M.P. 342.6 and 341.2.	20	20
Between M.P. 385.2 and 384.3.	30	25	20	<b>Oxman</b> Between M.P. 360.5 and 355.9.	30	25	20	<b>North Powder</b> Between M.P. 321.6 and 321.3.	70	60	45
<b>Lime</b> High line track and connection.			10		Descending grade, Pleasant Valley to M.P. 365.0.	50	40		20	Between M.P. 319.5 and 315.4.	30
	Between M.P. 383.9 and 382.6.	60	50	40	<b>Pleasant Valley</b> Descending grade, between Pleasant Valley and Quartz.	60	50	25	Between M.P. 314.3 and 311.8.	55	45
Between M.P. 382.6 and 378.1.	40	35	25	Between M.P. 354.5 and 354.1.		60	50	25	Between M.P. 311.8 and 307.4.	45	35
<b>Weatherby</b> Between M.P. 377.1 and 372.8.	35	30	20	Between M.P. 353.9 and 351.1.	40	35	35	<b>La Grande</b>			
	Between M.P. 371.0 and 370.7.	70	60	45	Between M.P. 349.8 and 348.4.	30	25		20	Between M.P. 307.4 and 302.7.	35
<b>Durkee</b> Between M.P. 366.5 and 366.3.	70	60	25	<b>Quartz</b> Between M.P. 347.1 and 346.9.	70	60	45				
	Descending grade, M.P. 365.0 to Durkee.				25	Between M.P. 345.1 and 343.6.	45	35	25		

**SECOND SUBDIVISION**

<b>La Grande</b> Between M.P. 290.1 and 289.8.	20	20	20	Between M.P. 242.0 and 241.1.	30	25	20	<b>Rieth</b> Between M.P. 210.8 and 208.9.	55	45	35
	Between M.P. 288.8 and 283.4.	30	25	20	Between M.P. 240.6 and 240.3.	70	60		45	<b>Barnhart</b> Between M.P. 206.9 and 206.7.	60
Between M.P. 283.3 and 282.1.	45	35	25	Between M.P. 240.2 and 240.1.	30	25	20	Between M.P. 206.3 and 205.9.	70		60
<b>Hilgard</b> MacArthur type engines between tail of wye and Mt. Emily interchange track.			10	Between M.P. 240.0 and 238.3.	55	45	35	Between M.P. 204.5 and 202.2.	60	50	40
	Between M.P. 232.1 and 257.2, ascending and descending grade.	30	25	20	Between M.P. 237.9 and 236.6.	35	30	20	Between M.P. 201.6 and 201.4.	70	60
<b>Huron</b> Between M.P. 257.2 and 252.2.	35	30	20	Between M.P. 233.9 and 232.5.	55	45	35	Between M.P. 200.9 and 200.6.	60	50	40
	Between M.P. 251.9 and 251.4.	60	50	40	Between M.P. 231.7 and 227.2.	40	35	25	<b>Nolin</b> Between M.P. 198.6 and 198.5.	45	35
Between M.P. 251.2 and 251.0.	35	30	20	Between M.P. 226.1 and 226.0.	70	60	45	Between M.P. 198.2 and 196.8.		55	45
Between M.P. 250.6 and 249.9.	70	60	45	<b>Minthorn</b> Between M.P. 223.8 and 222.8.	35	30	20	Between M.P. 195.6 and 195.4.	60	50	40
Between M.P. 249.6 and 249.4.	35	30	20		Between M.P. 220.5 and 220.1.	55	45	35	Between M.P. 194.5 and 193.4.	45	35
Between M.P. 248.6 and 248.4.	50	40	25	Between M.P. 219.0 and 217.7.	60	50	40	<b>Echo</b> Over first road crossing east and west of depot.	30	30	30
Between M.P. 248.1 and 247.2.	35	30	20	Between M.P. 217.6 and 216.3.	40	35	25		Between M.P. 191.9 and 187.3.	60	50
Between M.P. 246.1 and 245.6.	60	50	40	<b>Pendleton</b> Over Third, Main and Fourth Streets.	12	12	12	<b>Hinkle</b>			
Between M.P. 244.7 and 244.0.	40	35	25		Over other street crossings within city limits.	20	20		20		
Between M.P. 243.2 and 242.5.	60	50	40								

**THIRD SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Hinkle</b> Between M.P. 182.0 and 181.7.	60	50	40	<b>Gilmore</b> Between M.P. 132.8 and 132.7.	70	60	45	<b>Day</b> Between M.P. 110.2 and 110.0.	70	60	45
<b>Castle</b> Between M.P. 154.5 and 149.4.	70	60	45	Between M.P. 131.0 and 130.4.	60	50	40	<b>Miller</b> Between M.P. 100.1 and 97.5.	55	45	35
<b>Heppner Jct.</b> Between M.P. 148.4 and 147.9.	55	45	35	Between M.P. 130.0 and 129.2.	70	60	45				
<b>Willows</b> Between M.P. 147.0 and 146.3.	70	60	45	Between M.P. 124.8 and 124.0.	70	60	45	<b>Oregon Trunk Jct.</b> Between M.P. 91.7 and 91.3.	70	60	45
Between M.P. 144.0 and 143.9.	60	50	40	Between M.P. 123.8 and 123.7.	55	45	35				
Between M.P. 141.6 and 140.5.	70	60	45	<b>Quinton</b> Between M.P. 120.8 and 120.6.	60	50	40				
<b>Arlington</b> Between M.P. 138.0 and 137.8.	35	35	25	Between M.P. 118.8 and 118.6.	70	60	45	<b>Dune</b> Between M.P. 88.5 and 87.5.	45	35	25
	Between M.P. 136.2 and 136.1.	70	60	45	Between M.P. 116.4 and 116.2.	70	60				
	Between M.P. 134.8 and 134.7.	70	60	45	<b>Goff</b> Between M.P. 114.9 and 114.7.	70	60	45	<b>The Dalles</b> Over street crossings.	12	12
				Between M.P. 114.5 and 112.5.	60	50	40				

**FOURTH SUBDIVISION**

<b>The Dalles</b> Between M.P. 85.1 and 84.4.	20	20	20	<b>Meno</b> Between M.P. 58.5 and 56.0.	60	50	40	<b>Fairview</b> Between M.P. 13.5 and 13.2.	55	45	35
Between M.P. 83.5 and 83.0.	45	35	25	Between M.P. 56.0 and 54.7.	35	30	20	Between M.P. 12.0 and 10.9.	50	50	40
Between M.P. 82.1 and 81.8.	60	50	40	Between M.P. 54.4 and 53.2.	60	50	40	<b>Clarnie</b> Between M.P. 7.6 and 2.7.	50	40	25
<b>Crates</b> Between M.P. 81.2 and 80.1.	55	45	35	Between M.P. 52.8 and 52.3.	55	45	35	<b>Graham</b> Between M.P. 2.7 and 1.0.	35	30	20
Between M.P. 80.1 and 79.3.	70	60	45	Between M.P. 52.3 and 50.4.	60	50	40	<b>Bruun</b>			
Between M.P. 79.3 and 78.9.	55	45	35	Between M.P. 49.9 and 49.6.	55	45	35	<b>Kenton Line</b> Between Troutdale and Kenton.	35	35	35
Between M.P. 78.2 and 77.5.	70	60	45	Between M.P. 49.4 and 48.7.	35	30	20	Over Columbia Boulevard, near Peninsula Jct.	25	25	25
Between M.P. 77.0 and 76.3.	60	50	40	Between M.P. 48.7 and 48.3.	55	45	35	<b>Troutdale</b> 5000 class engines using lead and other tracks in Reynolds plant.			6
Between M.P. 75.8 and 75.1.	55	45	35	<b>Cascade Locks</b> Between M.P. 42.9 and 42.7.	70	60	45	Between Albina and Portland, over street crossings.	10	10	10
Between M.P. 75.1 and 73.7.	60	50	40	Between M.P. 42.4 and 41.4.	35	30	20	<b>East Portland</b> Over frogs and railroad cross- ings and through interlock- ing and curves, east end of Willamette River Bridge, and on curve at Globe Mill.	8	8	8
Between M.P. 72.7 and 71.9.	55	45	35	Between M.P. 39.9 and 38.2.	60	50	40	<b>Portland</b> Through interlocking and on all tracks N. P. T. Yard, Union Station.	6	6	6
Between M.P. 71.9 and 71.4.	30	25	20	Between M.P. 37.3 and 35.5.	55	45	35				
Between M.P. 71.4 and 68.4.	40	35	25	<b>Dodson</b> Between M.P. 32.8 and 31.7.	70	60	45				
Between M.P. 68.4 and 67.1.	60	50	40	Between M.P. 31.4 and 30.3.	60	50	40				
Between M.P. 66.7 and 66.4.	40	35	25	Between M.P. 29.4 and 27.5.	60	50	40				
Between M.P. 66.4 and 64.4.	60	50	40	<b>Bridal Veil</b> Between M.P. 25.9 and 24.8.	60	50	40				
Between M.P. 63.2 and 63.1.	45	35	25	Between M.P. 24.0 and 23.8.	55	45	35				
<b>Hood River</b> 5000 class engines using cross- over at freight house.			6	<b>Rooster Rock</b> Between M.P. 22.4 and 20.1.	60	50	40				
Between M.P. 62.1 and 59.4.	55	45	35	Between M.P. 18.5 and 18.2.	60	50	40				
				Between M.P. 17.9 and 14.8.	70	60	45				

**FIFTH SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Maximum speed.	70	60	45	<b>Argo</b> Over slip switch, Lucille Street, all engines, eastward and westward trains until entire train through slip switch.				<b>Argo Yard</b> All turn-outs.			10
<b>Tacoma</b> On curves between Jct. Switch 15th Street and Reservation Tower.	10	10	10				10				
<b>Reservation</b> On curves between Reservation Tower and Tacoma Jct.	20	20	15		Through interlocking.	30	30	30	<b>Seattle</b> Over Spokane Street crossing.	20	20
				Between M.P. 180.7 and 180.9.	35	35	25				

**SIXTH SUBDIVISION**

Maximum speed. Between Hinkle and Wallula.	70	70	45	<b>Simmons</b> Between M.P. 242.5 and 243.5.		40	25	<b>Ankeny</b> Between M.P. 294.4 and 294.5.		40	25
Between Wallula and Spokane.	70	60	45		Between M.P. 244.5 and 244.6.		50		40	Between M.P. 295.4 and 297.0.	
<b>Hinkle</b> East and West legs of wye.		20	20	Between M.P. 246.1 and 246.3.		50	40	<b>Marengo</b> Between M.P. 308.6 and 309.0.			
Between M.P. 186.0 and 187.3.		60	45	Between M.P. 246.9 and 247.0.		45	35		60	50	40
<b>Cold Springs</b> Between M.P. 200.7 and 201.0.		50	40	<b>Scott</b> Between M.P. 252.8 and 253.0.		45	35				
<b>Juniper</b> Between M.P. 209.2 and 211.7.		40	30	Between M.P. 256.9 and 257.1.		45	35	<b>Cheney</b> Within city limits.	35	35	35
<b>Wallula Jct.</b> West leg of wye.		15	15	<b>Ruxby</b> Between M.P. 260.3 and 260.5.		50	40	Over street crossings.	15	15	15
<b>Wallula</b> Between M.P. 214.6 and 215.5 over manual operated switches.		20	20	<b>Chew</b> Between M.P. 268.2 and 269.3.		30	30	Between M.P. 352.8 and 353.5.	55	45	35
Between M.P. 217.2 and 217.4.		45	35	Between M.P. 271.5 and 272.5.		25	15	Between M.P. 354.0 and 363.8 on curves.	60	50	35
Between M.P. 219.1 and 219.5.		50	40	Between M.P. 272.7 and 273.2.		45	35	Between M.P. 364.2 and 364.4.	45	35	25
<b>Humorist</b> Between M.P. 224.2 and 224.5.		50	40	Between M.P. 275.1 and 276.9.		40	25	Between M.P. 364.7 and 364.9.	55	45	35
<b>Ash</b> Between M.P. 226.8 and 227.0.		50	40	Between M.P. 275.1 and 276.9.		40	25	Between M.P. 365.1 and 366.2.	25	25	15
Between M.P. 228.1 and 229.9.		35	25	Between M.P. 277.9 and 279.4.		45	35	<b>West Spokane</b> On 16-degree curve west end of yard.	8	8	8
Between M.P. 230.8 and 232.3.		45	35	<b>Park</b> Between M.P. 280.0 and 281.6.		40	25	Between M.P. 366.5 and 367.1.	45	35	25
<b>Page</b> Between M.P. 233.0 and 233.4.		50	40	Between M.P. 281.9 and 282.2.		50	40	Over Bridge 367.13.	10	10	10
Between M.P. 234.0 and 235.6.		35	25	<b>Hooper Jct.</b> Between M.P. 286.1 and 286.5.		50	40	<b>Spokane</b> Through Union Station limits.	15	15	15
Between M.P. 236.3 and 238.1.		35	25	Between M.P. 290.6 and 291.1.		50	40	Union Station over slip switches.	10	10	10
Between M.P. 239.0 and 239.8.		50	40	Between M.P. 291.9 and 292.3.		25	25				

**BRANCHES**

On branch lines where fish-tail curve marker signs are installed, figure on sign at beginning of curve indicates degree of curvature as shown below but in no case may permissible speed for such branch be exceeded.

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Joseph Branch</b> Maximum speed.		30	30	<b>Grass Valley Branch</b> Maximum speed.		25	25	<b>Melbourne</b> Between M.P. 44.3 and 45.5.		15	15
3-degree curves.		20	20	3-degree curves.		20	20	Between M.P. 46.3 and 46.8.		20	20
4- and 5-degree curves.		15	15	4- and 5-degree curves.		15	15	<b>Cosmopolis</b> Within city limits.		15	15
On curves of 6 degrees and over.		10	10	On curves of 6 degrees and over.		10	10	Handling logs within city limits			8
Between La Grande and M.P. 13.0.		25	25	Between Kent and M.P. 39.0.		15	15	Between M.P. 53.5 and 53.7.		10	10
Between M.P. 25.0 and 55.0.		25	25	Between M.P. 33.0 and Thorn- berry.		20	20	<b>Aberdeen</b> Within city limits.		20	20
Between M.P. 72.0 and Joseph.		25	25	Between Thornberry and Biggs, on descending grades.		10	10	Over Boone St. Crossing.		5	5
<b>Pilot Rock Branch</b> Maximum speed.		15	15	<b>Tono Branch</b> Maximum speed.		15	15	Over other street crossings.		10	10
<b>Umatilla Branch</b> Maximum speed.		40	40	On curves of 6 degrees and over.		10	10	<b>Yakima Branch</b> Maximum speed. Between Wallula and Villard Jct.		60	45
<b>Hinkle</b> Between M.P. 0.0 and 0.1.		15	15	<b>Olympia Branch</b> Maximum speed.		20	20	Between Villard Jct. and M.P. 70.		50	35
Between M.P. 2.3 and 3.7.		20	20	<b>Olympia</b> Within city limits.		10	10	Between M.P. 70 and Yakima.		45	30
<b>Hermiston</b> Standard and Union Oil spurs.			6	4- and 5-degree curves.		15	15	With pile driver 0321.			15
On house track west of McNaught Warehouse.			6	On curves of 6 degrees and over.		10	10	On 4-degree curves.		45	35
Over road crossing east end of depot.		15	15	<b>Grays Harbor Branch</b> Maximum speed.		30	30	On 5- and 6-degree curves.		35	25
Between M.P. 5.9 and 6.0.		35	35	<b>Centralia</b> Between M.P. 1.0 and 1.3.		10	10	<b>Villard Jct.</b> Between M.P. 7.1 and 7.4.		30	30
Between M.P. 9.4 and 11.2.		25	25	<b>Blakeslee Junction</b> Between M.P. 4.3 and 4.7.		20	20	Bridge 7.44.		25	15
<b>Umatilla</b> On wye.		10	10	<b>Galvin</b> Between M.P. 5.1 and 5.7.		15	15	<b>Kennewick</b> Over street crossings.		8	8
<b>Irrigon</b>				Between M.P. 6.5 and 6.8.		10	10	Between M.P. 35.6 and 35.9.		45	35
<b>Hepppner Branch</b> Maximum speed.		25	25	Between M.P. 7.1 and 7.5.		20	20	<b>Benton City</b> Within city limits.		40	30
3-degree curves.		20	20	Between M.P. 10.1 and 10.3.		20	20	Between M.P. 37.5 and 38.5.		20	15
4- and 5-degree curves.		15	15	Between M.P. 11.9 and 12.1.		15	15	<b>Grandview</b> Within city limits.		30	30
On curves of 6 degrees and over.		10	10	<b>Independence</b> Between M.P. 14.7 and 15.2.		10	10	<b>Granger</b> Over street crossings.		30	30
<b>Condon Branch</b> Maximum speed.		25	25	Between M.P. 16.7 and 16.9.		20	20	<b>Zillah</b> Over street crossings.		25	15
3-degree curves.		20	20	Between M.P. 18.5 and 19.8.		15	15	<b>Donald</b> Yakima River Bridge 89.35, through gauntlet track.		15	15
4- and 5-degree curves.		15	15	<b>South Elma</b> Between M.P. 32.4 and 32.7.		15	15	Over N. P. Crossing and between home signals governing cross- ing.		20	20
On curves of 6 degrees and over.		10	10	Between M.P. 34.4 and 34.6.		10	10	<b>Yakima</b> Over Yakima Ave., and Walnut Street.		6	6
On descending grades between Speece and Mikkalo.		15	15	Between M.P. 35.0 and 35.4.		15	15	Over other street crossings.		10	10
On descending grades between Barnett and Rock Creek.		15	15	Between M.P. 36.1 and 36.3.		15	15				
				Between M.P. 37.5 and 38.2.		20	20				
				Between M.P. 38.5 and 39.7.		15	15				
				Between M.P. 41.5 and 42.3.		15	15				

**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Sunnyside Branch</b> Maximum speed.		45	30	<b>Manito</b> Between M.P. 144.4 and 144.6.	60	50	35	<b>Reese</b> Between M.P. 7.7 and 8.0.		25	20
<b>Sunnyside</b> Within city limits.		30	30	Between M.P. 145.5 and 146.0.	55	45	35	Between M.P. 8.2 and 8.4.		35	25
<b>Spokane-Tekoa Branch</b> Maximum speed.				Between M.P. 146.2 and 147.2.	60	50	35	Between M.P. 8.7 and 9.1.		25	20
Between Spokane and Manito.	70	60	35	Between M.P. 147.3 and 148.8.	45	35	25	Between M.P. 9.5 and 9.7.		25	20
Between Manito and Tekoa.		50	30	Between M.P. 149.1 and 149.2.	60	50	35	Between M.P. 10.0 and 10.1.		35	25
On 3-degree curves.		50	30	<b>Mica</b> Between M.P. 150.5 and 153.9.	35	30	20	Between M.P. 10.7 and 10.9.		35	25
On 4-degree curves.		45	30	Between M.P. 154.3 and 154.5.	60	50	25	Between M.P. 11.1 and 11.4.		35	25
On 5- and 6-degree curves.		35	25	Between M.P. 154.7 and 155.5.	45	35	25	Between M.P. 12.1 and 12.3.		20	20
On 7- and 8-degree curves.		25	20	Between Chester and Mica, on descending grade.			25	Between M.P. 12.5 and 12.6.		35	25
On curves of 7 degrees and over with 5000 class engines.		20	20	<b>East Spokane</b> Through interlocking.	15	15	15	<b>Touchet</b> Between M.P. 18.5 and 18.6.		35	25
On 9- and 10-degree curves.		20	20	<b>Spokane</b> Over slip switches at N. P. Crossing.	15	15	10	W. W. V. Ry. Crossing, M.P. 28.7.		12	12
<b>Tekoa</b> On west leg of wye.		10	10	Over street crossings between N. P. Crossing and city limits.	20	20	20	<b>College Place</b> Within city limits.		30	30
Between M.P. 117.2 and 117.5.		20	20	Between N. P. Crossing and Mission Ave., on line through old yard.			12	<b>Walla Walla</b>			
Between M.P. 117.8 and 117.9.		45	30	Through tunnel.	15	15	15	<b>Moscow Branch</b> Maximum speed.		35	25
Between M.P. 118.1 and 118.3.		35	25	<b>Pleasant Valley Branch</b> Maximum speed.			25	On 7- and 8-degree curves.		25	20
Between M.P. 118.5 and 119.7.		25	20	G. N. Crossing, M.P. 30.7.			20	On 9- and 10-degree curves.		20	20
Between M.P. 120.2 and 121.4.		35	25	<b>Wallula Branch</b> Maximum speed.			35	<b>Colfax</b> Within city limits.		12	12
Between M.P. 121.6 and 121.9.		25	20	On 5- and 6-degree curves.			35	Between M.P. 1.3 and 3.1.		25	20
Between M.P. 122.1 and 122.5.		35	25	On 7- and 8-degree curves.			25	Between M.P. 5.6 and 7.5.		25	20
<b>Latah</b> Within city limits.		40	30	On 9- and 10-degree curves.			20	Between M.P. 8.4 and 8.8.		25	20
Between M.P. 123.4 and 124.5.		20	20	<b>Wallula Jct.</b> West leg of wye.	15	15		<b>Shawnee</b> Between M.P. 9.9 and 10.0.		25	20
Between M.P. 125.1 and 125.7.		35	25	<b>Zangar Jct.</b> Between M.P. 5.1 and 6.4.			25	Between M.P. 10.8 and 11.2.		25	20
Between M.P. 127.5 and 128.4.		35	25	Between M.P. 6.7 and 6.8.			25	Between M.P. 12.2 and 12.5.		25	20
Between M.P. 129.6 and 130.6.		35	25	Between M.P. 7.0 and 7.1.			20	<b>Albion</b> Between M.P. 13.4 and 13.6.		25	20
<b>Fairfield</b> Within city limits.		25	25					Between M.P. 14.3 and 14.9.		20	20
Between M.P. 132.6 and 132.8.		45	30					Between M.P. 17.5 and 17.7.		25	20
Between M.P. 133.3 and 134.6.		25	20					Between M.P. 17.9 and 18.0.		25	20
<b>Darknell</b> Between M.P. 135.3 and 136.3.		35	25					<b>Pullman</b> Within city limits.		15	15
Between M.P. 136.6 and 139.2.		20	20					Over street crossings.		6	6
<b>Rockford</b> Within city limits.		20	20					<b>N. P. Crossing</b> Between M.P. 19.9 and 20.0.		25	20
Between M.P. 139.4 and 140.4.		45	30					Between M.P. 24.6 and 24.8.		25	20
Between M.P. 141.0 and 141.2.		35	25					Between M.P. 25.2 and 25.4.		25	20
Between M.P. 142.6 and 143.2.		25	20					<b>Moscow</b> Over street crossings.		12	12



**BRANCHES (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Downing</b> Between M.P. 24.0 and 24.5.		20	20	<b>Dayton Branch</b> Maximum speed.		25	25	<b>Springston</b> Between M.P. 34.0 and 34.1.		45	30
Between M.P. 25.4 and 26.2.		20	20	Between Dayton Jct. and Turner.		15	15	Between M.P. 34.5 and 34.7.		45	30
<b>Blue Mountain</b> Between M.P. 29.0 and 29.4.		20	20	On curves of 7 degrees and over.		20	20	Between M.P. 34.9 and 35.2.		35	25
Between M.P. 29.8 and 30.1.		20	20	<b>Bolles</b> Between M.P. 0.4 and 0.6.		20	20	Between M.P. 38.3 and 38.6.		35	25
Between M.P. 30.3 and 30.4.		20	20	<b>Dayton</b> Over street crossings west of Touchet River.		15	15	Between M.P. 39.6 and 39.8.		45	30
Between M.P. 31.2 and 31.7.		20	20	Over all other street crossings.		10	10	<b>Lane</b> Between M.P. 47.8 and 48.3.		45	30
Between M.P. 32.2 and 32.4.		20	20	<b>Wallace Branch</b> Maximum speed.		50	30	Between M.P. 48.6 and 49.0.		45	30
Between M.P. 32.7 and 32.9.		20	20	Between Lovell and Chatcolet.		35	20	<b>Rose Lake</b> Between M.P. 50.6 and 51.0.		35	25
<b>Milton-Freewater</b> Over street crossings.		15	15	Between Chatcolet and Harrison.		40	25	<b>Dudley</b> Between M.P. 53.6 and 54.2.		35	25
W. W. V. Ry. Crossing, M.P. 36.3.		15	15	On 4-degree curves.		45	25	Between M.P. 54.5 and 54.9.		35	25
W. W. V. Ry. Crossing, M.P. 44.2.		20	20	On 5- and 6-degree curves.		35	25	<b>Cataldo</b> Between M.P. 58.7 and 59.1.		45	30
<b>Walla Walla</b> Over street crossings.		12	12	On 7- and 8-degree curves.		25	20	Between M.P. 60.0 and 60.2.		20	20
Within city limits.		20	20	On 9- and 10-degree curves.		20	20	Between M.P. 62.4 and 63.2.		35	25
On west leg of wye.		8	8	<b>Tekoa</b> On west leg of wye.		10	10	Between M.P. 63.4 and 64.0.		45	30
Between M.P. 52.7 and 53.4.		20	20	<b>Lovell</b> Between M.P. 8.0 and 9.0.		25	20	<b>Kellogg-Wardner</b> Over street crossings.		10	10
<b>Valley Grove</b> Between M.P. 64.8 and 64.9.		20	20	Between M.P. 9.9 and 10.7.		25	20	Between M.P. 70.1 and 70.3.		35	25
Between M.P. 65.5 and 66.0.		20	20	Between M.P. 11.1 and 12.1.		25	20	Between M.P. 70.7 and 70.9.		35	25
Between M.P. 66.1 and 66.3.		20	20	Between M.P. 12.3 and 13.0.		15	15	Between M.P. 71.5 and 71.7.		45	30
<b>Bolles</b> Between M.P. 71.7 and 72.5.		20	20	Between M.P. 14.4 and 14.6.		25	20	Between M.P. 72.4 and 72.6.		35	25
Between M.P. 72.8 and 73.2.		20	20	<b>Plummer</b> Between M.P. 17.9 and 18.2.		25	20	Between M.P. 73.4 and 73.6.		45	30
Between M.P. 74.3 and 76.1.		20	20	Between M.P. 18.5 and 20.3.		25	20	<b>Osburn</b> Between M.P. 77.1 and 77.2.		35	25
Between M.P. 78.4 and 78.5.		20	20	Between M.P. 20.7 and 21.5.		25	20	Between M.P. 77.4 and 77.7.		35	25
Between M.P. 78.9 and 79.3.		20	20	<b>Chatcolet</b> Bridge 23.45.		15	15	Between M.P. 78.0 and 78.2.		35	25
Between M.P. 79.6 and 79.9.		20	20	Between M.P. 24.1 and 28.4.		25	20	Between M.P. 78.6 and 78.7.		25	20
Between M.P. 80.8 and 81.2.		20	20	<b>Sierra Nevada Branch</b> Maximum speed.				<b>Wallace</b> Over street crossings.		6	6
<b>Alto</b>								Between M.P. 81.4 and 87.3.		20	20
								Burke to Wallace, eastward.		10	10

**Standard clocks are located as shown below:**

Aberdeen.....	Telegraph Office	Huntington.....	Yard Office	Spokane.....	Telegraph Office
Albina.....	Train Dispatcher's Office	Huntington.....	Telegraph Office	Tacoma.....	Yard Office
Albina.....	Yard Telegraph Office	Kellogg-Wardner.....	Telegraph Office	Tekoa.....	Telegraph Office
Albina.....	Enginemen's Register Room	Kennewick.....	Telegraph Office	The Dalles.....	"DK" Telegraph Office
Argo.....	Yard Office	Kenton.....	Telegraph Office	The Dalles.....	"WH" Telegraph Office
Argo.....	Enginemen's Register Room	La Grande.....	Crew Dispatcher's Office	The Dalles.....	Yard Office
Arlington.....	Telegraph Office	La Grande.....	Depot Telegraph Office	Wallace.....	Telegraph Office
Ayer.....	Telegraph Office	La Grande.....	Yard Office	Wallace.....	Enginemen's Register Room
Baker.....	Telegraph Office	Moscow.....	Telegraph Office	Walla Walla.....	Passenger Depot
Bend (Joint)....	O. T. Ry. Telegraph Office	Olympia.....	Telegraph Office	Wallula.....	Telegraph Office
Centralia (Joint).	N. P. Ry. Telegraph Office	Pendleton.....	Telegraph Office	West Spokane.	Enginemen's Register Room
Colfax.....	Telegraph Office	Portland (Joint)		Winona.....	Telegraph Office
Hinkle.....	Telegraph Office		N. P. T. Co. Telegraph Office	Yakima.....	Telegraph Office
Hinkle.....	Enginemen's Register Room	Seattle (Joint)		Yakima.....	Roundhouse
Hinkle.....	Yard Office		Union Station Telegraph Office		
Hoquiam (Joint).	N. P. Ry. Telegraph Office	Spokane.....	Train Dispatcher's Office		

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3' 0"	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

**SYMBOLS AND ABBREVIATIONS**

(Rules 6 and 6(A))

**Rule 6.**—The following letters, when placed before the figures of the schedule, indicate:

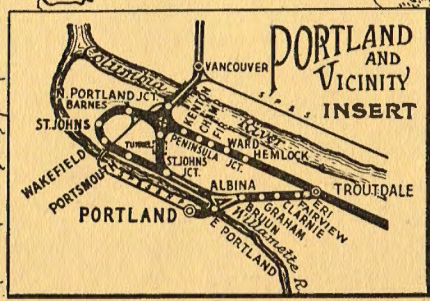
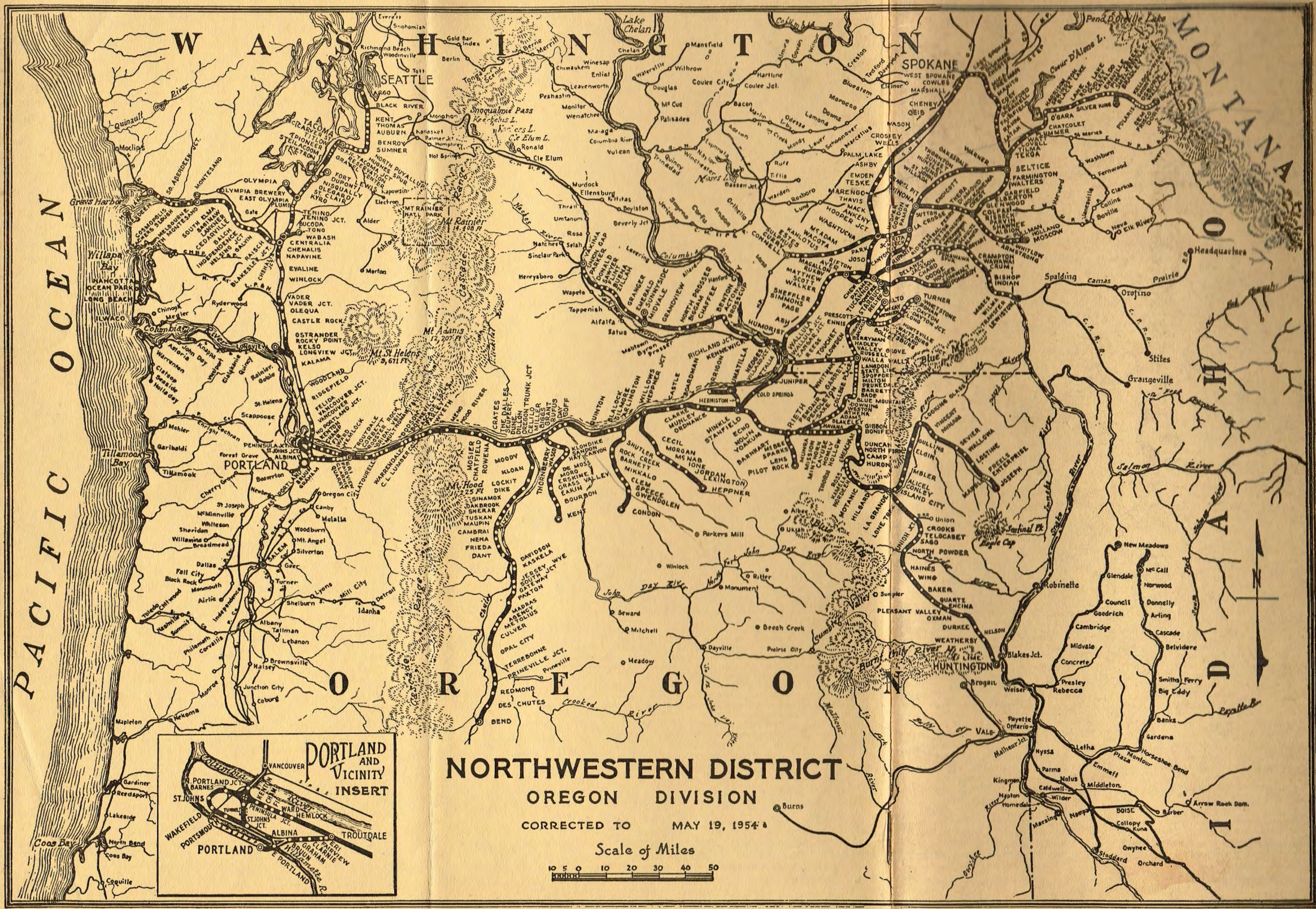
- L—leave;
- A—arrive;
- s—regular stop;
- f—flag stop to receive or discharge traffic.

**Rule 6(A).**—The following letters, when placed in the columns provided, indicate:

- |  |   |
|--|---|
| B—bulletins;                                       | O—oil;                                    |
| C—coal;  | P—telephone;                              |
| D—day operator;                                    | R—train register;                         |
| N—night operator;                                  | T—turntable;                              |
| DN—day and night operator;                         | V—track connection with foreign railroad; |
| H—hog drenching;                                   | W—water;                                  |
| I—interlocking;                                    | X—yard limits;                            |
| J—junction;  | Y—wye;                                    |
| K—standard clock;                                  | Z—track scales.                           |
| M—railroad crossing protected by signals or gates; |   |

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
11	Haines, North Powder, Echo, Stanfield.....		Portland or beyond.
11	Any station.....	Pocatello or beyond.	
12	Echo, Stanfield..	Portland or beyond.	
12	Any station.....		Pocatello or beyond.
17	Any station.....	Pocatello or beyond.	
18	Any station.....		Pocatello or beyond.
18	Ordance.....	Portland or beyond.	
18	Union Jct..... North Powder... Haines.....	Portland or beyond, Tuesdays only.	
19	Any station.....	From Wallula or beyond.	
19	Hooper Jct.....		Hinkle or beyond.
20	Any station.....	Hinkle or beyond..	Hinkle or beyond.



# NORTHWESTERN DISTRICT

OREGON DIVISION

CORRECTED TO MAY 19, 1954

Scale of Miles

